OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

START

OF

ROLL

ROLL

258

AGENCY NAME: ODOT

SERIES TITLE:
CONSTRUCTION CONTRACTS

FIRST RECORD ON REEL:
10.010 #4 (1985)

REDUCTION RATIO: 21 X

1985 Hermiston-Stanfield N.C.L. 10,010
on Umatilla-Stanfield Hwy.
(Gr., pav., strs., & sign.) #4

TO BE COMPLETED BY FHWA
MONTHLY TRANSACTION NUMBER 8-119
PROJECT REPORT NUMBER 10.010
MODIFICATION NUMBER 4

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

MODIFICATION O FEDERAL - AID PROJECT AGREEMENT AND APPROVAL / AUTHORIZATION

8-30-91

STATE OREGON
COUNTY UMATILLA
PROJECT NO. F-81(7)

SECTION NAME Hermiston-Standfield NCL

The project agreement for the above referenced project entered into between the undersigned parties and executed by the Division Administrator on May 2, 1985 is hereby modified as follows:

	FORMER AMOUNT	REVISED AMOUNT	APPN. CODE
ESTIMATED TOTAL COST OF PROJECT	$ 3,999,497.00	$ 4,051,797.00	
FEDERAL FUNDS	$ 3,523,792.00	$ 3,569,896.00	010
	$	$	
	$	$	

THIS MODIFICATION IS MADE FOR THE FOLLOWING REASONS:

TO INCLUDE APPROVED CONSTRUCTION COSTS

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF APPROVAL AND OR AUTHORIZATION
PRELIMINARY ENGINEERING	
RIGHTS - OF - WAY	
CONSTRUCTION	
OTHER (SPECIFY)	

REMARKS

MGR. PROGRAM SECTION
Manager____ Admin____ Res____
Program____ Fiscal____ Local____

SEP 05 1991

Refer To ____________
R/D______ D/R______ Act______
Discuss____ File____ Discard____

FUNDS AVAILABLE
________ DATE AUG 30 1991

APPROVED: ________
DATE: AUG 30 1991

ALL OTHER TERMS AND CONDITIONS OF THE PROJECT AGREEMENT WILL REMAIN IN FULL FORCE AND EFFECT.

OREGON STATE HIGHWAY DIVISION
(Official Name of Highway Agency)

By Donald C. ________
(SIGNATURE OF AUTHORIZED OFFICIAL)
FOR: PROGRAM SECTION MANAGER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ________
(SIGNATURE OF AUTHORIZED OFFICIAL)

Date executed AUG 30 1991

PR - 2A (OREGON REVISION 2-91)

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON AUGUST 23, 1991

Federal-Aid Project No. F-81(7)

Hermiston-Standfield NCL Section
Umatilla-Stanfield Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadwork (Sta. 396+30 to Sta. 514+69)

Item	Unit	Unit Price	Original Quantity	Original Amount	Revised Quantity	Revised Amount
Temporary Signs	SF	$ 11.00	573	6,303.00	1,003.80	$ 11,041.80
Temporary Plastic Safety Markers	EA	35.00	60	2,100.00	118.00	4,130.00
Embankment in Place	CY	1.70	91,518	155,580.60	111,694.20	189,880.14
Trench Excavation	CY	7.50	1,370	10,275.00	2,489.90	18,674.25
				$ 174,258.60		$ 223,726.19
					Net Increase	$ 49,467.59
Subtotal as on previous estimate of 11-29-89						1,268,814.00
						$ 1,318,281.59
					Engineering	193,154.41
					Subtotal	$ 1,511,436.00

DDB128.ff

Type Code I000
Roadway 4 Lanes (Sta. 324+00 to Sta. 396+30)

Total as on estimate of 11/29/89 $ 1,632,189.00

Type Code X080
Structures: BR# 474A (Sta. 336+50 to 336+86)
BR#475A (Sta. 354+15 to 354+47)
BR# 476A (Sta. 370+57 to 371+14)

Total as on estimate of 11/29/89 $ 477,592.00

Type Code X181
Structure: BR# 7367A (Sta. 366+41.86 to 367+75.86)

Total as on estimate of 11/29/89 $ 423,502.00

Length of Roadway (2 Lanes) --	2.25 Miles
Length of Roadway (4 Lanes) --	1.32 Miles
Length of Structures --	0.05 Miles
TOTAL	3.62 Miles

Cost of Roadway Per Mile (2 Lanes) -- $ 671,749.33

Cost of Roadway Per Miles (4 Lanes) -- $ 1,235,570.78

Reserved Used

Total as on estimate of 11/29/89 $ 5,078.00

Nonparticipating Items

Total as on estimate of 11/29/89 $ 2,000.00

DDB128.ff

SUMMARY OF FUNDS (88.15%)

APPN	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
010	$ 4,049,797.00	$ 3,569,896.00	$ 479,901.00
Nonparticipating	2,000.00	0.00	2,000.00
TOTAL	$ 4,051,797.00	$ 3,569,896.00	$ 481,901.00

Contract No. 10,010

E.A. No. C10010
Agreement No. F00846

10,010

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 1-126	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County UMATILLA
MODIFICATION NUMBER 3	1-29-90	Project Number F-81(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 2, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,058,497.00	$ 3,999,497.00
Federal funds	$ 3,575,800.00	$ 3,523,792.00
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 29TH day of JAN, 19 90.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

XXXFOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
FOR: DALE E. WILKEN

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON NOVEMBER 29, 1989

FEDERAL AID PROJECT NO. F-81(7)

HERMISTON-STANFIELD NCL SECTION
UMATILLA-STANFIELD HIGHWAY
UMATILLA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE IOOO
ROADWAY (2 LANES) (STA. 396+30 TO STA. 514+69)

Subtotal from previous estimate of May 10, 1989		$	1,320,119.00
Decrease in construction costs			(51,305.00)
	Subtotal	$	1,268,814.00
	Engineering		190,322.00
	Total	$	1,459,136.00

TYPE CODE IOOO
ROADWAY (4 LANES) (STA. 324+00 TO STA. 396+30)

Total from previous estimate of May 10, 1989	$	1,632,189.00

TYPE CODE X080
MAXWELL IRRIG. CANAL BR. #474A (STA. 336+56 TO STA. 336+86)
"A" LIVE CANAL BR. #475A (STA. 354+15 TO STA. 354+47)
U.S.R.R. FEED CANAL BR. #476A (STA. 370+57 TO STA. 371+14)

Total from previous estimate of May 10, 1989	$	477,592.00

TYPE CODE X181
O'XING OWR&N RAILROAD BR. #7367A (STA. 366+41.86 TO STA. 367+75.86)

Total from previous estimate of May 10, 1989	$	423,502.00

Length of Roadway (2 Lanes) ------------------------ 2.247 mi.
Length of Roadway (4 Lanes) ------------------------ 1.321 mi.
Length of Structures (4) ------------------------------- 0.048 mi.

Cost of Roadway Per Mile (2 Lanes) --------------- $ 649,370.72
Cost of Roadway Per Mile (4 Lanes) --------------- $1,235,570.78

RESERVE USED

Total from previous estimate of May 10, 1989 $ 5,078.00

NONPARTICIPATING ITEMS

Total from previous estimate of May 10, 1989 $ 2,000.00

SUMMARY OF FUNDS (88.15%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway (2 Lanes)	$ 1,459,136.00	$ 1,286,228.00	$ 172,908.00
Roadway (4 Lanes)	1,632,189.00	1,438,774.00	193,415.00
Structures (XO8O)	477,592.00	420,997.00	56,595.00
Structures (X181)	423,502.00	373,317.00	50,185.00
Reserve Used	5,078.00	4,476.00	602.00
Nonpartic. Items	2,000.00	----	2,000.00
Total	$ 3,999,497.00	$ 3,523,792.00	$ 475,705.00

Appn Code 010
Contract No. C10010
Prefix: C030-1932
C030-1012

DCN:bkw

10,010

J

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 89-308	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Umatilla
MODIFICATION NUMBER 2	5-23-89	Project Number F-81(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 2, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 4,139,020.00	$ 4,058,497.00
Federal funds	$ 3,648,544.00	$ 3,575,800.00
Other revisions		

This modification is made for the following reasons: To deobligate Appn Code 010 funds for use on other projects.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 23RD day of MAY, 19 '89.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for MANAGER, PROGRAM SECTION
(Title)

XXX FOR: DONALD E. FORBES, P.E.

STATE HIGHWAY ENGINEER
(Title)

By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

FOR: DALE E. WILKEN

Form **PR-2A**
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon May 10, 1989

Federal-aid Project No. F-81(7)

Hermiston-Stanfield NCL Section
Umatilla-Stanfield Highway
Umatilla County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (2 Lanes)(Sta. 396+30 to Sta. 514+69)

Subtotal from previous estimate of March 10, 1987	$ 1,391,859.00
Decrease in Construction Costs	(71,740.00)
Subtotal	$ 1,320,119.00
Engineering	198,017.00
Total	$ 1,518,136.00

Type Code I000
Roadway (4 Lanes)(Sta. 324+00 to Sta. 396+30)

Total from previous estimate of March 10, 1987	$ 1,632,189.00

Type Code X080
Maxwell Irrig. Canal Br. #474A (Sta. 336+56 to Sta. 336+86)
"A" Line Canal Br. #475A (Sta. 354+15 to STa. 354+47)
USRR Feed Canal Br. #476A (Sta. 370+57 to STa. 371+14)

Total from previous estimate of March 10, 1987	$ 477,592.00

Type Code X181
O'Xing OWR&N Railroad Br. #7367A (Sta. 366+41.86 to Sta. 367+75.86)

Total from previous estimate of March 10, 1987	$ 423,502.00

Length of Roadway (2 Lanes)	2.247 mi.
Length of Roadway (4 Lanes)	1.321 mi.
Length of Structures (4)	0.048 mi.

Cost of Roadway Per Mile (2 Lanes)	$ 675,627.95
Cost of Roadway Per Mile (4 Lanes)	$ 1,235,570.78

Reserve Used

S.F.O. #2	$ 5,078.00

Nonparticipating Items

Total from previous estimate of March 10, 1987	$ 2,000.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway (2 Lanes)	$ 1,518,136.00	$ 1,338,236.00	$ 179,900.00
Roadway (4 Lanes)	1,632,189.00	1,438,774.00	193,415.00
Structures (X180)	477,592.00	420,997.00	56,595.00
Structures (X181)	423,502.00	373,317.00	50,185.00
Reserve Used	5,078.00	4,476.00	602.00
Nonparticipating Items	2,000.00	-----	2,000.00
Total	$ 4,058,497.00	$ 3,575,800.00	$ 482,697.00

Appn Code: 010
Subjob 011 = 33%; Subjob 021 = 43%; Subjob 031 = 24%
Contract No. C10010
Prefix: C030-1932
C030-1012

DCN:bkw

10,010

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 4-135	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Umatilla
MODIFICATION NUMBER 1	4-17-87	Project Number F-81(7)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 2, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 3,475,005.00	$ 4,139,020.00
Federal funds	$ 3,063,216.00	$ 3,648,544.00
Other revisions		

This modification is made for the following reasons: To include increase of construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 17TH day of APR, 19 '87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

For File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 10, 1987

FEDERAL AID PROJECT NO. F-81(7)

HERMISTON-STANFIELD NCL SECTION
UMATILLA-STANFIELD HIGHWAY
UMATILLA COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
ROADWAY-2 LANE (STA. 396+30 TO 514+94.69)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 11.00	318	$ 3,498.00	496.82	$ 5,465.00
Temporary Plastic Safety Markers	35.00	21	735.00	38.00	1,330.00
3/4"-0 Aggregate Base	4.95	9,300	46,035.00	10,895.56	53,933.00
Hydrated Lime in Mixture	130.00	242	31,460.00	244.00	31,720.00
Extra for Asphalt Approaches	100.00	13	1,300.00	18.00	1,800.00
Paved Culvert Slopes	9.00	124	1,116.00	200.00	1,800.00
Temporary Fencing (PA #1)	3.00	---	---	802.00	2,406.00
Bubbler Valve Anchor (PA #4)	109.00	---	---	21.00	2,289.00
8-inch Perforated Pipe (PA #6A)	4.78	---	---	914.00	4,368.00
Filter Fabric (PA #6B)	1.00	---	---	1,515.00	1,515.00
Gravel Drive Material (PA #6C)	13.43	---	---	347.06	4,661.00
Flaggers-Straight Time (PA #10A)	7.18	---	---	2,910.45	20,897.00
Flaggers-Overtime (PA #10B)	10.76	---	---	200.00	2,152.00
Ditch Excavation (PA #12)	5.00	---	---	121.60	608.00
Type 1 Delineators	20.00	---	---	83.65	1,673.00
Return Type 2 & 3 Delineators (PA #15B)	287.94	---	---	0.47	135.00
Bonus AC Mix (BI #19)	1.00	---	---	21,446.00	21,446.00
Repair Irrigation Pac. (EWO #1)	---	---	---	---	387.00
RMV Pave Strp. (EWO #2)	---	---	---	---	16,025.00
Canal Work (EWO #5)	---	---	---	---	29,622.00
Sub. Exc. Subgrade (EWO #6)	---	---	---	---	2,873.00

Widen Tapers (EWO #8)	---	---	---	---	8,898.00
Relocate Veca Power Dist. Pole (SFO #4)	---	---	---	---	498.00
Embankment in Place	1.70	19,728	33,537.00	22,751.76	38,678.00
Watering	8.00	1,000	8,000.00	5,551.50	44,412.00
Aggregate Base	4.25	51,100	217,175.00	54,354.12	231,005.00
Class "B" Asphl. Conc.	16.00	20,250	324.00	25,639.63	410,234.00
Asph. Cement in Mixture	195.00	1,214	236,730.00	1,559.50	304,102.00
Select Pit Run Aggr. (PA #3)	5.33	---	---	3,038.09	16,193.00
			$ 903,586.00		$1,261,125.00

Subtotal of previous estimate from April 25, 1985	$1,034,320.00
Increase	357,539.00
Subtotal	$1,391,859.00
Engineering	208,778.00
Total	$1,600,637.00

TYPE CODE 1000
ROADWAY 4-LANE (STA. 324+00 TO 396+30)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Temporary Signs	$ 11.00	255	$ 2,805.00	506.82	$ 5,575.00
Moving Temp. Conc. Barriers	2.00	550	1,100.00	1,060	2,120.00
Temporary Plastic Safety Markers	35.00	39	1,365.00	80.00	2,800.00
Temp. Bridge Rail	13.00	255	3,315.00	270.00	3,510.00
Flaggers	7.50	1,200	9,000.00	1,285.00	9,637.00
Embankment in Place	1.70	71,790	122,043.00	81,937.06	139,293.00
3/4"-0 Aggregate Base	4.95	7,400	36,630.00	8,572.53	42,434.00
Class "B" Asph. Conc. Mixture	16.00	17,550	280,800.00	18,047.19	288,755.00
Hydrated Lime in Mixture	130.00	212	27,560.00	3,078.40	40,019.00
18-inch Culvert Pipe	12.00	50	600.00	63.00	756.00
15-inch Irrigation Pipe	13.00	972	12,636.00	1,001.00	13,013.00
Extra for Pipe Under Pavement	20.00	34	630.00	89.00	1,780.00
Concrete Inlets, Type CG-1	350.00	19	6,650.00	21.00	7,350.00
12-inch Distribution Gates	30.00	4	120.00	9.00	270.00

12-inch Irrig. Bubbler Vale	70.00	14	980.00	21.00	1,470.00
Guardrail Anchors, Type 1	300.00	14	4,200.00	16.00	4,800.00
Rail End Pieces, Type "C"	150.00	14	2,100.00	19.00	2,850.00
Type 2 Fence	5.00	225	1,125.00	1,808.00	9,040.00
Concrete Curbs	5.00	5,850	29,250.00	5,878.00	29,391.00
Drainage Curbs	4.00	266	1,064.00	2,104.50	8,418.00
Seeding, Fertilizing, & Mulching	500.00	5	2,500.00	6.83	3,415.00
Type "C", "D", & "R" Signs in Place	9.00	140	1,260.00	195.00	1,755.00
Concrete Driveways (PA #7B)	17.00	---	---	275.88	4,690.00
Ditch Exc. (PA #12)	5.00	---	---	121.60	608.00
Type 1 Delineators, (PA #15A)	20.00	---	---	94.30	1,886.00
Return Type 2 & 3 Delineators (PA #15B)	287.94	---	---	0.53	287.00
Bonus AC Mix (BI #19)	1.00	---	---	17,584.00	17,584.00
Const. & Remove Temp. Widening (EWO #7)	---	---	---	---	32,925.00
			$547,783.00		$676,431.00

Subtotal of previous estimate from April 25, 1985	$1,290,646.10
Increase	128,648.00
Subtotal	$1,419,294.10
Engineering	212,894.90
Total	$1,632,189.00

TYPE CODE X080
MAXWELL IRIG. CANAL BR. #474A (STA. 336+56 TO 336+86)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Structure Excav.	$ 7.00	240	$ 1,680.00	297.14	$ 2,080.00
Reinforced Conc. Bridge End Panels	50.00	318	15,900.00	381.0	19,050.00
			$17,580.00		$21,130.00

Subtotal of previous estimate from April 25, 1985	$ 113,725.00
Increase	3,550.00
Subtotal	$ 117,275.00

TYPE CODE X080
"A" LINE CANAL BR. #475A (STA. 354+15 TO 354+47)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Structure Excav.	$ 7.00	200	$ 1,400.00	274.57	$ 1,922.00
Reinforced Conc. Bridge End Panels	50.00	380	19,000.00	382.00	19,100.00
Conc. Canal Liner	20.00	50	1,000.00	78.80	1,576.00
			$21,400.00		$22,598.00

Subtotal of previous estimate from April 25, 1985	$ 112,050.00
Increase	1,198.00
Subtotal	$ 113,248.00

TYPE CODE X080
USRR FEED CANAL BR. #476A (STA. 370+57 TO 371+14)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Structure Excav.	$ 7.00	250	$ 1,750.00	290.71	$ 2,035.00
Reinforced Conc. Bridge End Panels	50.00	375	1,875.00	381.30	19,065.00
Membrane Waterproofing	5.00	540	2,700.00	560.0	2,800.00
			$ 6,325.00		$23,900.00

Subtotal of previous estimate from April 25, 1985	$ 167,200.00
Increase	17,575.00
Subtotal	$ 184,775.00
Engineering	62,294.00
Total	$ 477,592.00

TYPE CODE X181
O'XING OWR&N RAILROAD BR. #7367A (STA. 366+41.86 TO 367+75.86)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Structure Excav.	$ 8.00	300	$ 2,400.00	360.5	$ 2,884.00
Furnish Conc. or Steel Shell Piling	15.00	540	8,100.00	616.0	9,240.00
Reinforced Conc. Bridge End Panels	50.00	365	18,250.00	367.20	18,360.00

Membrane Waterproofing	5.00	1,240	6,200.00	721.80	6,309.00
			$34,950.00		$36,793.00

Subtotal of previous estimate from April 25, 1985	$ 289,420.00
Increase	1,843.00
Subtotal	$ 291,263.00

ANTICIPATED ITEMS

Railroad Protective Services	All Required	$ 77,000.00
	Subtotal	$ 368,263.00
	Engineering	55,239.00
	Total	$ 423,502.00

Length of Roadway (2-Lane)	2.247 mi.
Length of Roadway (4-Lane)	1.321 mi.
Length of Structure (4)	0.048 mi.
Total	3.616 mi.
Cost of Roadway (2-Lane)	$ 712,344.01
Cost of Roadway (4-Lane)	$1,235,570.78

RETAIN IN RESERVE

Work by Pacific Power & Light	All Required	$ 5,100.00

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway (2-Lanes)	010	$ 1,600,637.00	$ 1,410,961.00	$ 189,676.00
Roadway (4-Lanes)	010	1,632,189.00	1,438,774.00	193,415.00
Structures (X180)	010	477,592.00	420,997.00	56,595.00
Structures (X181)	010	423,502.00	373,317.00	50,185.00
Subtotal		$ 4,133,920.00	$ 3,644,049.00	$ 489,871.00
Reserve		5,100.00	4,495.00	605.00
Total		$ 4,139,020.00	$ 3,648,544.00	$ 490,476.00

Sub. Job 011: 33%; Sub. Job 021: 43%; Sub. Job 031: 24%
Contract No. C10010
Prefix: C030-1932
Prefix: C030-1012

NONPARTICIPATING ITEMS

State Responsibility	All Required	$ 1,500.00
Adjust Mail Boxes	All Required	500.00
		$ 2,000.00

DDB:bkb

STATE COPY

TO BE COMPLETED BY FHWA 5-6	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON
		COUNTY UMATILLA
		PROJECT NO. F-81(7)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hermiston-Stanfield NCL Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		3.62
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 3,475,005.00	$ 3,063,216.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By

Manager, Program Section
(Title)
XX FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)
By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator MAY 2 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Type "C", "D" and "R" Signs in Place	Sq. Ft.	190	9.00	1,710.00
Type "EE" Signs in Place	Sq. Ft.	41	10.00	410.00
Type "U" and "V" Signs in Place	Sq. Ft.	95	13.00	1,235.00
Bi-Directional Yellow Type 2 Markers	Each	115	4.00	460.00
Mono-Directional Crystal Type 1 Markers	Each	25	6.00	150.00
				$ ~~1,028,240.00~~ 1,030,100.00

Anticipated Items

Permanent Pavement Striping	All Required	(40%)		$ 2,880.00
Temporary Pavement Striping	All Required	(40%)		2,000.00
Remove Pavement Striping (Exist. & Temp.)	All Required	(40%)		400.00
Temporary Erosion Control	All Required	(40%)		800.00
				$ 6,080.00
			Subtotal	~~1,034,320.00~~ 1,036,180
			Engineering	~~129,290.00~~ 127,430.00
			Total	$ 1,163,610.00

Type Code 1000

Roadway (4-Lane)(Sta. 324+00 to Sta. 396+30)

Mobilization	Lump Sum	(70%)	Lump Sum	$ 185,500.00
Temporary Protection and Direction of Traffic	Lump Sum	(70%)	Lump Sum	5,600.00
Temporary Signs	Sq. Ft.	255	11.00	2,805.00
Temporary Barricades	Each	27	85.00	2,295.00
Temporary Concrete Barriers Reflectorized	Lin. Ft.	750	12.50	9,375.00
Moving Temporary Concrete Barrier	Lin. Ft.	550	2.00	1,100.00
Temporary Plastic Safety Markers	Each	39	35.00	1,365.00
Temporary Delineators	Each	46	18.00	828.00
Temporary Bridge Rail	Lin. Ft.	255	13.00	3,315.00
Flaggers	Hour	1,200	7.50	9,000.00
Pilot Car	Hour	200	15.00	3,000.00
Clearing and Grubbing	Lump Sum	(60%)	Lump Sum	4,500.00
Removal of Structures and Obstructions	Lump Sum	(98%)	Lump Sum	4,900.00
Embankment in Place	Cu. Yd.	71,790	1.70	122,043.00
Trench Excavation	Cu. Yd.	1,235	7.50	9,262.50
Watering	M-Gal.	800	8.00	6,400.00
Aggregate Base	Ton	40,750	4.25	173,187.50
3/4"-0 Aggregate Base	Ton	7,400	4.95	36,630.00

Class "B" Asphalt Concrete Mixtrue	Ton	17,550	16.00	280,800.00
Asphalt Cement in Mixture	Ton	1,054	195.00	205,530.00
Hydrated Lime in Mixture	Ton	212	130.00	27,560.00
Asphalt in Tack Coat	Ton	18	0.00	0.00
12-inch Culvert Pipe	Lin. Ft.	374	10.00	3,740.00
18-inch Culvert Pipe	Lin. Ft.	50	12.00	600.00
8-inch Irrigation Pipe	Lin. Ft.	1,004	7.00	7,028.00
12-inch Irrigated Pipe	Lin. Ft.	500	10.00	5,000.00
15-inch Irrigation Pipe	Lin. Ft.	972	13.00	12,636.00
12-inch Storm Sewer Pipe	Lin. Ft.	3,073	14.00	43,022.00
Extra for Pipe Under Pavement	Lin. Ft.	34	20.00	680.00
Concrete Inlets, Type CG-1	Each	19	350.00	6,650.00
Concrete Diversion Box	Each	7	350.00	2,450.00
8-inch Distribution Gate	Each	10	25.00	250.00
12-inch Distribution Gate	Each	4	30.00	120.00
15-inch Distribution Gate	Each	3	50.00	150.00
Concrete Canal Gate Box	Each	3	350.00	1,050.00
15-inch Canal Gate Valve	Each	3	400.00	1,200.00
12-inch Irrigation Bubbler Valve	Each	14	70.00	980.00
Guardrail, Type 2A	Lin. Ft.	3,600	10.70	38,520.00
Guardrail, Type 3	Lin. Ft.	400	18.00	7,200.00
Guardrail Anchors, Type 1	Each	14	300.00	4,200.00
Rail End Pieces, Type B	Each	2	100.00	200.00
Rail End Pieces, Type C	Each	14	150.00	2,100.00
Type 2 Fence	Lin. Ft.	225	5.00	1,125.00
Concrete Curb Type "A" Modified	Lin. Ft.	5,850	5.00	29,250.00
Extra for Asphalt Approaches	Each	32	100.00	3,200.00
Drainage Curb	Lin. Ft.	266	4.00	1,064.00
Loose Riprap, Class 50	Cu. Yd.	350	15.00	5,250.00
Delineators, Type 2	Each	36	18.00	648.00
Delineators, Type 3	Each	36	22.00	792.00
Delineators, Type 4	Each	21	10.00	210.00
Seeding, Fertlizing and Mulching	Acre	5	500.00	2,500.00
Removal of Existing Sign Installation	Lump Sum	(71%)	Lump Sum	362.10
Wood Sign Posts	Lump Sum	(47%)	Lump Sum	1,175.00
Type "C", "D" and "R" Signs in Place	Sq. Ft.	140	9.00	1,260.00
Type "EE" Signs in Place	Sq. Ft.	40	10.00	400.00
Type "U" and "V" Signs in Place	Sq. Ft.	32	13.00	416.00
Bi-Directional Yellow Type 2 Markers	Each	245	4.00	980.00
Move and Reinstall Existing Signs	Lump Sum	(100%)	Lump Sum	150.00
				$ 1,280,726.10

Anticipated Items

On-the-job Trainees ($0.80 x 1,000 hrs.)	All Required	(100%)		$ 800.00
Permanent Pavement Striping	All Required	(60%)		4,320.00
Temporary Pavement Striping	All Required	(60%)		3,000.00
Remove Pavement Striping (Exist. & Temp.)	All Required	(60%)		600.00
Temporary Erosion Control	All Required	(60%)		1,200.00
				$ 9,920.00
			Subtotal	~~$ 1,290,646.10~~ 1,291,474.10
			Engineering	~~161,330.90~~ 160,502.90
			Total	$ 1,451,977.00

Type Code X080
Maxwell Irrigation Canal Br. (Str. #474A)(Sta. 336+56 to Sta. 336+86)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 7,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	2,500.00
Structure Excavation	Cu. Yd.	240	7.00	1,680.00
Special Wall Backfill	Cu. Yd.	150	8.00	1,200.00
Structural Concrete, Class 3300 (153 CY @ $220-)	Lump Sum	All	Lump Sum	28,000.00
Reinforcement (13,190 Lb. @ $0.42)	Lump Sum	All	Lump Sum	5,500.00
Coated Reinforcement (1,000 Lb. @ $0.65)	Lump Sum	All	Lump Sum	600.00
4'x30'/35' Prestressed Slabs	Each	21	2,200.00	46,200.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	318	50.00	15,900.00
Three Tube Metal Railing	Lin. Ft.	56	45.00	2,520.00
Membrane Waterproofing	Sq. Yd.	245	5.00	1,225.00
Concrete Canal Liner	Sq. Yd.	70	20.00	1,400.00
				$ 113,725.00

Type Code X080
"A" Line Canal Br. (Str. No. 475A)(Sta. 354+15 to Sta. 354+47)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 7,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	3,000.00
Structure Excavation	Cu. Yd.	200	7.00	1,400.00
Special Wall Backfill	Cu. Yd.	100	9.00	900.00
Structural Concrete Class 3300 (115 CY @ $220.00)	Lump Sum	All	Lump Sum	24,000.00
Reinforcement (10,595 Lb. @ $0.42)	Lump Sum	All	Lump Sum	5,000.00
4'x30'/35' Prestressed Slabs	Each	21	2,200.00	46,200.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	380	50.00	19,000.00

Metal Rail with Tubing	Lin. Ft.	75	40.00	3,000.00
Membrane Waterproofing	Sq. Yd.	310	5.00	1,550.00
Concrete Canal Liner	Sq. Yd.	50	20.00	1,000.00
				$ 112,050.00

Type Code X080
USRR Feed Canal Br. (Sta. #476A)(Sta. 370+57 to Sta. 371+14)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 10,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	3,000.00
Structure Excavation	Cu. Yd.	250	7.00	1,750.00
Special Wall Backfill	Cu. Yd.	200	9.00	1,800.00
Structural Concrete Class 3300 (145 CY @ $220-)	Lump Sum	All	Lump Sum	30,000.00
Reinforcement (14,000 @ $0.42)	Lump Sum	All	Lump Sum	6,000.00
4'x55'/60' Prestressed Slabs	Each	21	4,200.00	88,200.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	375	50.00	18,750.00
Metal Rail with Tubing	Lin. Ft.	125	40.00	5,000.00
Membrane Waterproofing	Sq. Yd.	540	5.00	2,700.00
				$ 167,200.00
			Subtotal	$ 392,975.00
			Engineering	49,121.00
			Total	$ 442,096.00

Type Code X181
O'xing OWR & N Railroad (Str. #7367A)(Sta. 366+41.86 to Sta. 367+75.86)

Bridge Removal Work	Lump Sum	All	Lump Sum	$ 10,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	10,000.00
Structure Excavation	Cu. Yd.	300	8.00	2,400.00
Furnish Pile Driving Equipment	Lump Sum	All	Lump Sum	9,000.00
Furnish Concrete Piling	Lin. Ft.	540	15.00	8,100.00
Drive Concrete or Steel Shell Piles	Lin. Ft.	540	2.00	1,080.00
Structural Concrete, Class 3300 (217 CY @ $220)	Lump Sum	All	Lump Sum	46,000.00
Structural Concrete, Class 4000 (43 CY @ $250)	Lump Sum	All	Lump Sum	12,000.00
Structural Concrete, Class 4500 (200 CY @ $300)	Lump Sum	All	Lump Sum	48,000.00
Reinforcement (49,048 Lb. @ $0.42)	Lump Sum	All	Lump Sum	19,000.00
Coated Reinforcement (25,833 Lb. @ $0.60)	Lump Sum	All	Lump Sum	15,000.00
45'/50' Type II Prestressed Beams	Each	24	2,800.00	67,200.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	365	50.00	18,250.00

Two Tube Metal Railing	Lin. Ft.	300	40.00	12,000.00
Membrane Waterproofing	Sq. Yd.	1,240	5.00	6,200.00
Compression Joint Seal	Lin. Ft.	173	30.00	5,190.00
				$ 289,420.00

Anticipated Items

Railroad Protective Service	All Required		$ 77,000.00
		Subtotal	$ 366,420.00
		Engineering	45,802.00
		Total	$ 412,222.00

Length of Roadway (2-Lane)	2.247 mi.
Length of Roadway (4-Lane)	1.321 mi.
Length of Structure (4)	0.048 mi.
Total Length	3.616 mi.

Cost of Roadway Per Mile (2-Lane)	$ 517,850.47
Cost of Roadway Per Mile (4-Lane)	$ 1,099,149.89

Retain in Reserve

Work by Pacific Power & Light	All Required	$ 5,100.00

SUMMARY OF FUNDS (88.15%)

Description	Group	Total Cost	Federal Funds	State Funds
Roadway (2-Lane)	1	$ 1,163,610.00	$ 1,025,722.00	$ 137,888.00
Roadway (4-Lane)	2	1,451,977.00	1,279,918.00	172,059.00
Structures (X080)	3	442,096.00	389,708.00	52,388.00
Structures (X181)	3	412,222.00	363,373.00	48,849.00
SUBTOTAL		$ 3,469,905.00	$ 3,058,721.00	$ 411,184.00
Reserve		5,100.00	4,495.00	605.00
Total		$ 3,475,005.00	$ 3,063,216.00	$ 411,789.00

Group 1 - 33%; Group 2 - 43%; Group 3 - 24%
Contract No. 10010
Prefix: 30-1932
30-1012

Nonparticipating Items

State Responsibility for Damages	All Required	$ 1,500.00
Adjust Mailboxes	All Required	500.00
		$ 2,000.00

CPL:bkb DDB:pf

10,010 jc

5

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-81(2)

2. STATE PROJECT NO.

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90010

6. TO
Mr. Donald E. Forbes
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE January 24, 1989

8. FEDERAL ROUTE NUMBER FAP 81

9. STATE ROUTE NUMBER 54

10. GENERAL LOCATION:
Hermiston-Stanfield Interchange Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Gilmour's letter of 1/12 /89 we approve the revised Preliminary Engineering costs to a TEC of $836,200; Federal Funds $717,208.

(Increase TEC $174,700; Federal Funds $149,840)

Orig to Speight
2-3-89
Jo.

RECEIVED
STATE HWY ENGR
FEB 1 '89
ASSIGNED TO
Gilmour
FOR
INFO [illegible] [illegible] DIRECT REPLY [illegible] ACT FILE

14. DATE 1/27/89

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10.013

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: January 12, 1989

In Reply Refer to
File No.: PRO 6-2

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Cam Gilmour, Manager
Program Section

SUBJECT: Program Data Change
Project No. F-81(2)
Hermiston-Stanfield Section
Hermiston-Stanfield Highway
Umatilla County

I request your approval to increase the estimated Preliminary Engineering costs to more accurately reflect the project work, based upon the attached Part 4 Survey Authority.

The adjusted preliminary engineering costs for All Phase is $836,200, with federal funds of $717,208. The total revised financing will be as follows: TOTAL COST $836,200, FEDERAL FUNDS $717,208.

Enclosed please find copy of a revised project agreement estimate and modification of project agreement (PR-2A).

DDB:pk
Attachment

cc: Paul Singer (C030-1932)
Roger Lang (Reg. 5)
General Files

Form 734-3122 (1-87)

10,010

J

April 4, 1988

CON 5 - 10,010

Fidelity & Deposit Co. of Maryland
P. O. Box 489
Portland, OR 97207

Contract No. 10,010 awarded to Weaver Construction Co. for work on the Hermiston-Stanfield N.C.L. Section of the Umatilla-Stanfield Highway in Umatilla County was completed on November 6, 1987, and accepted by the State Highway Division on March 29, 1988.

Final payment in the amount of $11,088.81 will be released to the contractor after April 11, 1988. The total contract amount is $3,618,027.23 including $96,985.12 for work performed under force account.

You have been advised previously that claims have been filed with us against the performance bond on this contract, some of which have been paid.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Weaver Construction Co.
P. O. Box 428
La Grande, OR 97850

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 21203

bc: C. O. Fredrickson
Walt Hart
Mike Gander
Robert D. Hector

10,010

STATE OF OREGON
Contract Payments 378-6594

INTEROFFICE MEMO
FILE: CON 5
10010

TO: Manager
Commission Services

DATE: March 29, 1988

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10010, On Site Work Substantially Completed September 26, 1986

All Work Completed	November 6, 1987
Project	Hermiston-NCL Stanfield
Highway	Umatilla-Stanfield
County	Umatilla
Type of Work	Grading, Paving, Structures, Signing
Contractor	Weaver Construction Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

SURETY LETTER WRITTEN 4/4/88

RECEIVED
MAR 31 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

MOCON CORPORATION

November 1, 1987

#10010

Paul C. Wolf
Weaver Construction Co.
P. O. Box 428
La Grande, OR 97850

Dear Paul;

Your revised bill dated September 26, 1986 in the amount of $4,840.00 is more than offset by our billing for roller rental on your Stanfield project in the amount of $6,000.00. If you would like to pay me the difference of $1,160.00 I would be very pleased but if you don't pay I'm not going to file a claim on your bond.

Sincerely,

Mocon Corporation

Robert D. Morrow, Jr.
President

cc: Robert Gormsen ✓
Commission Services

noted.
fra.

RECEIVED
NOV 3 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

no resp. rec.

P.O. BOX 3258 / SALEM, OREGON 97302 / TELEPHONE 503/399-1470

MOCON
CORPORATION
P.O. BOX 3258
SALEM, OREGON 97302
PHONE (503) 399-1470

DATE: Sept. 26, 1986
PROJECT NO.:
ATTENTION: m Weaver
PROJECT: Standfield-Hermiston Section
WORK PERFORMED FOR:
LOCATION: Highway 395
P.O./CONTRACT NO.:

TO: Weaver Construction Co.
P. O. Box 428
La Grande, OR 97850

☐ EXTRA WORK ORDER NO. ______
☐ SUBCONTRACTOR/SUPPLIER PRICE ADJUSTMENT
☐ DEDUCTION OF CONTRACT
☒ INVOICE

Authorized By: Jim Weaver
Signature: ______ TITLE

Prepared By: Robert D. Morrow, Jr.
Title: President

DESCRIPTION OF WORK/DEDUCTION/ADJUSTMENT: On August 16, 1985, Jim Weaver called me and rented our Bomag 210 Smooth Drum Roller and agreed at a rental rate of $3,000.00 per month.

LABOR CLASSIFICATION	EMPLOYEE'S NAME	Date	Quantity or Hours	Rate	TOTAL
EQUIPMENT DESCRIPTION					
Rental of Bomag 210		8-16	2 mo.	$3,000.00	$6,000.00
	to	10-17			
MATERIAL DESCRIPTION					
TELEPHONE CALLS					
MISCELLANEOUS					
	TOTAL DIRECT COST				$6,000.00
	PROCESSING & OVERHEAD EXPENSE				
	TOTAL CHARGE				$$6,000.00

WHITE: Subcontractor YELLOW: Office PINK: Jobsite

RECEIVED
NOV 3 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,010

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

August 12, 1987
IN REPLY REFER TO
HB.2-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project F-81(7)
Hermiston - Stanfield N. C. L.
Mc Nary Highway
Contract 10010, P.A. No. 20
Umatilla County

Mr. Fredrickson's July 22, 1987 memo requests our concurrence in the subject Price Agreement settling a construction claim for $20,673.00.

From the information submitted, we have decided to participate in only a portion of the settlement - $18,399.00.

Enclosed is Area Engineer Lowe's memorandum reflecting our rationale in determining our position.

Sincerely yours,

John T. Price

for Dale E. Wilken
Division Administrator

Enclosure
Memo FHWA (7-30-87)

cc:
OSHD (G. A. Potter, Program) w/encl
OSHD (C. O. Fredrickson, Const) w/encl

8/14 Pat Schwartz - TAA

RECEIVED
STATE HWY E GR

AUG 14 '87

REF .. TO

FOR

Info	Invest	R/D	D/R	Sign	Act	File

U.S. Department
of Transportation
**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-81(7)
Hermiston-Stanfield N.C.L.
Contract No. 10010, P.A. No. 20

Date: July 30, 1987

From: Area Engineer

Reply to Attn. of: HB.2-OR

To: Mr. John T. Price
District Engineer B

Following is my analysis and recommendation to participate in a portion of the subject claim settlement.

Item 1

The contractor claimed additional compensation for inefficiency involved in excavating a wedge of subgrade in two areas near the south end of the project. These areas were not excavated as planned during Stage II per direction of the Project Manager (for safety reasons).

I agree the contractor has entitlement in this matter. The amount of compensation was determined using project records and force account procedures.

I recommend we concur with the settlement of $6,841.00 for this item.

Item 2

The contractor claimed extra compensation for temporary widening between Sta 324 and Maxwell canal. The State acknowledges that payment for this work should have been made under E.W.O. No. 7. The amount of compensation for this work has been confirmed by project personnel, based on force account procedures.

I recommend concurrence in the off settlement amount of $8,462.00.

Item 3

The claim item is based on an engineering error and accordingly coded non-partiicipating.

Item 4

The contractor claimed extra compensation for allegedly being required to widen the embankment for guardrail flares beyond that originally staked.

The project personnel originally said (memo, April 14, 1987) the embankment was staked correctly for the guardrail flares. Later (memo, May 19, 1987 to Richards), the project personnel indicated there was inadequate fill width and the inspector recalls asking the contractor to place more embankment material in this area. It is not clear if the cause for this work was due to erroneous slope stakes (engineering error) or the contractor's construction of the fill. In either case, I recommend the settlement for this item to be coded nonparticipating.

Item 5

The contractor claimed extra compensation for additional temporary rail used on the project. It appears the only portion of this claim, for which the contractor has entitlement, is (1) moving the additional barrier a longer haul distance than the "planned" barrier, and (2) Removing the additional barrier. The State supported $3,096.71 for this portion of the claim but the contractor rejected that proposed settlement. "Therefore, in the interest of settling the claim without going to more formal procedures," the State settled this part of the claim for $4,110.00. I recommend Federal participation for this portion of the claim be limited to $3,096.71.

Claim Item No.	State Settlement Amt.	Recommended FHWA Settlement Amt.
1	$ 6,841.00	$ 6,841.00
2	8,462.00	8,462.00
3	887.00	- 0
4	1,260.00	- 0
5	4,110.00	3,096.00
	$21,560.00	$18,399.00

I recommend FHWA limit participation to a hypothetical settlement amount of $18,399.00.

T. P. Lowe

10 010

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-81(2)

2. STATE PROJECT NO. See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90010

2A. COUNTY NAME Umatilla

6. TO

5-11-87

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 8, 1987

8. FEDERAL ROUTE NUMBER FAP 81

9. STATE ROUTE NUMBER 54

10. GENERAL LOCATION:
Hermiston - Stanfield Interchange Section

11. GENERAL DESCRIPTION OF WORK
Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 2/23/87 we approve the revised Preliminary Engineering costs to a TEC of $661,500 ; Federal Funds $567,368.

(Increase TEC $99,750; Federal Funds $85,556)

RECEIVED
STATE HWY ENGR
MAY 12 '87
REFER TO
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 5/11/82

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 23, 1987

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 90010
Project No. F-81(2)
Hermiston-Stanfield Intchg.
Umatilla County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

The project manager activity (900) will require additional funds to complete the NCL Stanfield-Stanfield Interchange Unit because more field work was required than expected to update the project for topography, to work out surveying differences, and right-of-way ties. This request also includes all activities required to do the Airport Road-NCL Stanfield Unit.

The preliminary engineering costs are $661,500.

Attached is an itemization by P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

RLC:bkb
Attachment
cc: Paul Singer
General Files

Form 734-3122 (1-87)

10,010

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEE Y REPORT FOR CONSTRUCTION P ECTS

PROJECT NAME (SECTION) Hermiston - Stanfield NCL	WEEK ENDING February 14, 1987
	CONTRACT NO 10010
HIGHWAY Umatilla - Stanfield — COUNTY Umatilla	F.A. PROJECT NO F-81(7)
CONTRACTOR Weaver Construction Co. — KIND OF WORK Grading, Paving Structures and Signing	DATE OF AWARD April 24, 1985

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 3,880,917.74

ESTIMATED PROJECT COST $ 3,920,416.77

ESTIMATED PERCENT OVERRUN/UNDERRUN 1.0 %

ENGINEERING

AUTHORIZATION $ 288,055.61

COST THIS WEEK $ 668.65

TOTAL TO DATE $ 306,021.22

PERCENT OF AUTHORIZATION 106 %

FIRST NOTIFICATION DATE: May 30, 1985

ESTIMATED DATE OF COMPLETION, OR: Oct. 19, 1986

SECOND NOTIFICATION DATE AND: September 26, 1986

ESTIMATED SEMIFINAL SUBMITTAL DATE: February 17, 1987

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PERCENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Cal.	10/19/86	530	496.5	93	yes
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	91,518 cy	91,850 tn	37,800 tn			
EST. CORRECTED QUANTITIES	101,492 cy	96,403 tn	43,653 tn			
EST. PERFORMED TO DATE	101,492 cy	96,403 tn	43,653 tn			
PERCENT PERFORMED TO DATE	100	100	100	0	100	0

ACTIVITIES THIS WEEK:

Semi-final completed.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):
Overtime this week: none.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Michael J. Gardner
Michael J. Gardner

734-3001 (REV. 8-86)

CONSTRUCTION SECTION

10,01,GL1987-0001

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 7 1987
BARBARA ROBERTS
SECRETARY OF STATE

January 5, 1987

IN REPLY REFER TO
FILE NO.:

CON 5 - 10,010

Aherin, Rice & Brown, P.A.
Attorneys at Law
P. O. Drawer 698
Lewiston, ID 83501

RECEIVED
JAN -8 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

We have received the Notice of Claim with attached Verification and Affidavit of Mailing dated December 4, 1986, on behalf of Eucon Corporation against the following Highway Division contract:

FILED BY:	Eucon Corporation
AMOUNT:	$13,800
FOR:	Labor and materials
AGAINST (PRIME CONTRACTOR)	Weaver Construction Co.
CONTRACT NO:	10,010
PROJECT:	Hermiston-Stanfield N.C.L. Section, Umatilla-Stanfield Highway, Umatilla County
SURETY:	Fidelity & Deposit Co. of Maryland

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been paid.

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Fran Neavoll
COMMISSION SERVICES

cc: Weaver Construction Co.
P. O. Box 428
La Grande, OR 97850

Fidelity & Deposit Co. of Maryland
P. O. Box 489
Portland, OR 97207

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 21203

NOTED ON CARD
1-20-87cc

[illegible]

NOTICE OF CLAIM

NOTICE is hereby given that the undersigned, EUCON CORPORATION, has a claim for labor and materials furnished by the undersigned for rock crushing in connection with the Hermiston-Stanfield Highway Project, more specifically 4,000 tons of aggregate base and demobilization, in the sum of $13,800 against the bond taken from FIDELITY & DEPOSIT CO. OF MARYLAND, P. O. Box 489, Portland, Oregon, for the work performed pursuant to the contract in which the undersigned subcontracted with Weaver Construction to supply Weaver Construction with crushed rock for the highway project. Such material and labor was supplied to Weaver Construction. Payment for the crushed rock did not become due until September 26, 1986, and therefore this Notice of Claim has been given within 120 days, as required by statute.

This notice is given pursuant to O.R.S 279.526.

DATED on this 4TH day of ~~November~~ December, 1986.

EUCON CORPORATION

By F. N. Michael
Fred N. Michael

RECEIVED
DEC 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

VERIFICATION

FRED N. MICHAEL, being first duly sworn on his oath, deposes and says:

That he is the Secretary/Treasurer of Eucon Corporation, claimant in the above entitled matter, that he has read the foregoing Notice of Claim, well knows the contents thereof and verily believes that the facts therein stated are true.

DATED on this 4TH day of December ~~November~~, 1986.

Fred N Michael
Fred N. Michael

STATE OF IDAHO)
: ss.
County of Nez Perce)

I, Dana L McLaughlin, a notary public, do hereby certify that on this 4th day of December November, 1986, personally appeared before me FRED N. MICHAEL, who, being by me first duly sworn, declared that he is the Secretary/Treasurer for Eucon Corporation, claimant in the foregoing document, and that the statements therein contained are true.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal on the day and year first above written.

Dana L McLaughlin
Notary Public for Idaho
Residing at Lewiston
My commission expires on
May 15, 19[illegible]

(NOTARY SEAL)

RECEIVED
DEC 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AFFIDAVIT OF MAILING

STATE OF IDAHO)
: ss.
County of Nez Perce)

DARREL W. AHERIN, being first duly sworn on his oath, deposes and says:

That he mailed a true and correct copy of the foregoing Notice of Claim to the following:

Oregon Department of Transportation
Commission Services
121 Transportation Building
Salem, Oregon 97310

Fidelity & Deposit Co. of Maryland
P. O. Box 489
Portland, Oregon 97207

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, Maryland 21203

Weaver Construction
P. O. Box 428
LaGrande, Oregon 97850

by certified first class mail and deposited in the United States Post Office on this 8th day of ~~November~~ December, 1986.

Darrel W. Aherin
Darrel W. Aherin

SUBSCRIBED AND SWORN to before me on this 8th day of ~~November~~ December, 1986.

Connie Lynn Bledsoe
Notary Public for Idaho
Residing at Lewiston
My commission expires on:
October 22, 1986

(NOTARY SEAL)

RECEIVED
DEC 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

jc cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION

☐ INTERMEDIATE INSPECTION
- ☐ PROJECT
- ☐ INSPECTION-IN-DEPTH

☒ FINAL INSPECTION

REGION NO. 10	REPORT NO. 5	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH
Mike Gardner, Proj Mgr; OSHD

DATE OF INSPECTION 12/9/86	INSPECTION MADE BY T. P. Lowe, Area Engineer	PROJECT NO. F-81(7)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 93 %	WORK COMPLETED 100 %

HERMISTON - STANFIELD NO. CITY LIMITS SECTION
UMATILLA - STANFIELD HIGHWAY
Grading, Paving, Structures & Signing

This project provided for the construction of a new four-lane highway with sidewalks on alignment previously occupied by a two-lane road. The sidewalks were added to part of the project by price agreement.

The work was complete and traffic had complete use of the facility at the time of the inspection.

The final estimated cost of $3,920,000 is very close to the authorization.

The project was complete within the specified time allowed.

The asphaltic concrete utilized in this project was of a superior quality. Attached to the Division Office file copy is a summary of the statistical testing computations indicating bonus payment for all AC utilized.

This contract specified class 4500-1½" minus bridge deck concrete. Compressive strengths were generally lower than the 4500 psi specified. The State is currently analizing this matter to determine the appropriate penalty.

This project appears to have been constructed in conformance with the contract requirements. Acceptance is recommending pending resolution of the lower strength deck concrete mentioned above.

- TPL -

NOTED
V. E. SCHWART

RECEIVED
DIST. HWY ENG.
JAN 6'87
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

cy
1/8

Form FHWA-1446A
(Rev. 2-84)

10,010

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Gerald Wimer
Construction Operations Engineer

DATE: November 12, 1985

FROM: Rick Kuehn
Final Design Engineer

SUBJECT: Concrete Sidewalks
Hermiston-Stanfield NCL
Umatilla-Stanfield Highway
Contract No. 10010

You had asked why sidewalks were not shown on the plans for this project and if we had a general policy concerning situations such as this.

In general, we have not included concrete sidewalks on projects unless we were eliminating existing walks in the area or if an agreement had already been reached for the City to pay for them. This is basically an unwritten policy, although there was a statement in the old Maintenance Manual to that effect. The old Design Manual did not discuss this question. The new Design Manual (Section 918.00) states only that we shall provide footpaths or bicycle trails unless it is unfeasible for some reason.

In most of these cases where the Cities are paying for the sidewalks, they in turn are assessing the property owners for that cost. This is generally the case in all of those situations where the City owns the right-of-way and we maintain the highway only from curb-to-curb.

If we were to build the sidewalks in this case, that raises the question of fairness since these property owners' neighbors on the section where the City owns the right-of-way would be required to pay for their own sidewalks. As evidenced by Bruce's letter and other comments I've heard, there are those who feel that we should be providing sidewalks in these kinds of situations.

I feel that this is a policy question that is broader than just the Road Design Section, since a change would have us providing something for the adjoining property owners that other governmental agencies assess for. If you pursue this matter further, I feel that it should be in that light.

RK:ja

REFERRED TO
Mann Cuno [illegible]
[illegible] Erickson [illegible]
[illegible] Anderson
Return Discuss [illegible]
By FINAL DESIGN ENGINEER
① Christensen
③ Pool
② John Marks

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6509 FILE CON 5

TO: Richard Kuehn
Final Design Engineer

DATE: November 1, 1985

FROM: Gerald Wimer Jerry
Construction Operations Engineer

SUBJECT: Concrete Sidewalks
Hermiston - Stanfield NCL
Umatilla - Stanfield Highway
Contract No. 10010

Warren Richards requests permission from this office to add concrete sidewalks to this project at the substantial cost of $47,599.00.

He indicates, "We believe that constructing concrete sidewalks and driveways at this time would be beneficial to the community and cost effective. At the present time, there are two large apartment complexes located out to Station 336+50 on the right side, and several residences located out to Station 354+15 on the left side. Expansion of the City of Hermiston in the near future will probably have more residences in the area. It would be cost effective to build concrete sidewalks at this time, as the work can be done in conjunction with the roadway construction of the present contract." He also says, "Forgot to mention that we own this section in fee simple. We are obligated to maintain dirt path. Easier to maintain concrete walk."

The plans call for construction of an earth path and Type A-1 Asphalt Concrete Driveways. He proposes constructing concrete sidewalks and driveways from Station 324+00 to 354+15.

By October 24 letter I requested Right-of-Way Manager J. B. Boyd to "determine the State's obligation to construct concrete walks at this location". His October 29 reply is attached.

For some reason your Section didn't include these sidewalks. Do you have a policy? If so, does this proposal meet the criteria? If not, what is your recommendation, and why?

GW:mk

11012M

RECEIVED
NOV 4 1985
ROAD DESIGN SECTION

RDE
FDE
SE
LE
LFE
GTE
PDE
PDS
BPM

LPC
LA
LDS
RWD
FLC
OFFICE
Copy All
Return To

81-125-1387

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

P

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION) Hermiston - Stanfield N.C.L.		CONTRACT NO. 10010
HIGHWAY Umatilla - Stanfield	COUNTY Umatilla	PREFIX EA: C10010
CONTRACTOR'S NAME AND ADDRESS Weaver Construction Company P.O. Box 428 La Grande, Oregon 97850		F. A. PROJECT NO. F-81(7)
		PRICE AGREEMENT NO. P.A. #7

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

Construct concrete sidewalks and concrete driveway approaches between Station 324+00 and 354+15.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3007A	Concrete Walks	2775	Sq. Yd.	$14.00	$38,850.00
3007B	Concrete Driveways	261	Sq. Yd.	$17.00	$4,437.00

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE ~~DECREASE~~ $ $43,287.00

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

All work shall conform to the 1984 Standard Specifications for Highway Construction, Section 608 - Portland Cement Concrete Walks, Driveways and Surfacings, and Standard Drawing No. 2077-B. Sidewalks shall be 4.5 ft. in width and the driveways shall be Type A. The thickness of the sidewalk shall be 4-inches.

o.k.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: CONTRACTOR — DATE: OCT 18, 1985

APPROVAL RECOMMENDED BY LOCAL AGENCY — DATE:

SUBMITTED BY PROJECT MANAGER: Michael J Gardner — DATE: 10-18-85

APPROVAL RECOMMENDED OR APPROVED BY REGION — DATE: 10-21-85

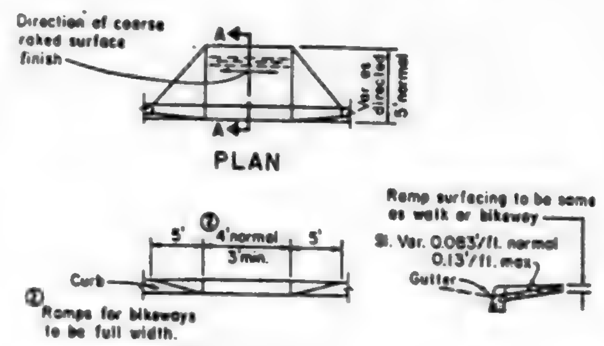
NOTED OR APPROVED BY CONSTRUCTION — DATE:

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

750

734-1169 (REV. 1-83)

SIDEWALK RAMP


Direction of coarse raked surface finish
A
A
Var. as directed
5' normal
5'
①
4' normal
3' min.
5'
Curb
Ramp surfacing to be same as walk or bikeway
Sl. Var. 0.083'/ft. normal
0.13'/ft. max.
Gutter

PLAN

ELEVATION

SECTION A-A

① Ramps for bikeways to be full width.

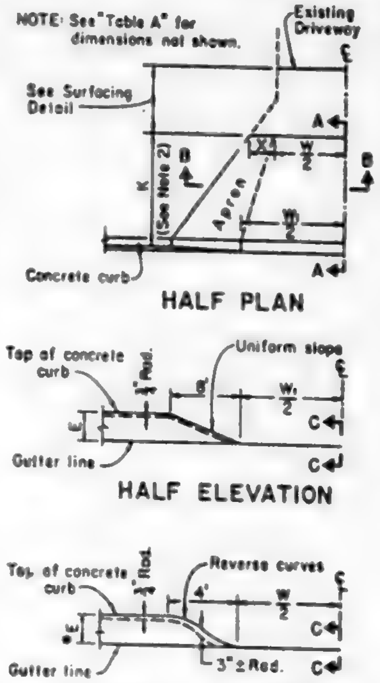
TABLE A

W	X	K in feet			
		5	6	8	10
feet	feet	W₁ in feet			
12	3	15	15	15	15
14		17	17	17	17
16		19	19	19	19
18		21	21	21	21
20		23	23	23	23
22	4	27	28	29	30
24		29	30	31	32
26		31	32	33	34
28		33	34	35	36
30		35	36	37	38
32	5	41	42	44	46
34		43	44	46	48
36		45	46	48	50

Where a travel lane is constructed adjacent to the curb line, use 16' W minimum for residence and 30' W minimum for light commercial, add 5' to W₁ for both. Do not add the 5' to W₁ when 4' minimum shoulder or bikeway is included in the typical.

DRIVEWAYS

NOTE: See "Table A" for dimensions not shown.

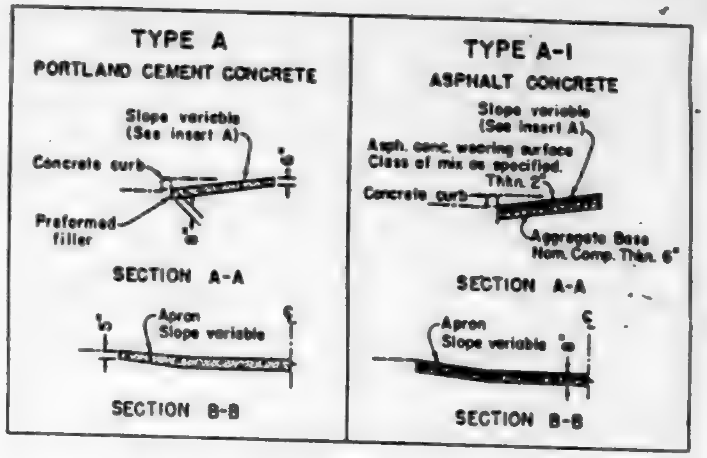

Existing Driveway
℄
See Surfacing Detail
A
B
X4
W/2
K
(See Note 2)
Apron
W₁/2
Concrete curb
A
Top of concrete curb
½" Rad.
Uniform slope
8'
W₁/2
E
C
Gutter line
C
Top of concrete curb
½" Rad.
Reverse curves
4'
W/2
E*
C
Gutter line
3" ± Rad.
C

HALF PLAN

HALF ELEVATION

HALF ELEVATION
(ALTERNATE APRON SLOPE)

Alternate apron slope to be used only as directed by the engineer.
* Curb exposure "E" = 7" normal. Vary as shown on plans or as directed.


Slope variable (See insert A)
Concrete curb
Preformed filler
Apron
Slope variable
℄
Slope variable (See insert A)
Asph. conc. wearing surface Class of mix as specified. Thkn. 2"
Concrete curb
Aggregate Base Nom. Comp. Thkn. 6"
Apron
Slope variable
℄

TYPE A
PORTLAND CEMENT CONCRETE

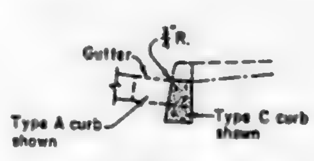
SECTION A-A

SECTION B-B

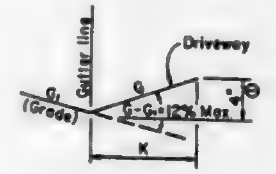
TYPE A-1
ASPHALT CONCRETE

SECTION A-A

SECTION B-B


½" R.
Gutter
Type A curb shown
Type C curb shown

SECTION C-C
FOR DRIVEWAYS
TYPE A OR A-1

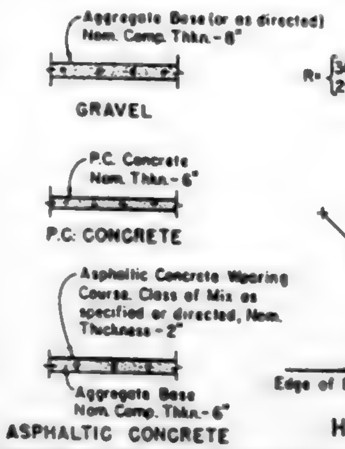

Gutter line
Driveway
G₁ (Grade)
G
G-G₁=12% Max.
①
K

INSERT A

① Minimum allowable for drainage control on negatively sloped driveways

APPROACH

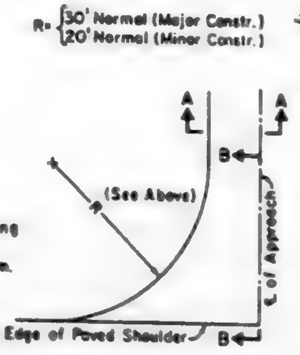
SURFACING


Aggregate Base (or as directed) Nom. Comp. Thkn. - 8"
P.C. Concrete Nom. Thkn. - 6"
Asphaltic Concrete Wearing Course. Class of Mix as specified or directed, Nom. Thickness - 2"
Aggregate Base Nom. Comp. Thkn. - 6"

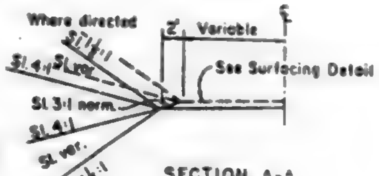
GRAVEL

P.C. CONCRETE

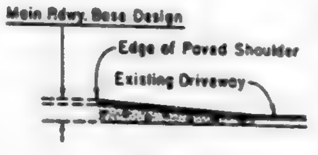
ASPHALTIC CONCRETE


R= 30' Normal (Major Constr.) / 20' Normal (Minor Constr.)
(See Above)
R
A
A
B
B
℄ of Approach
Edge of Paved Shoulder

HALF-PLAN


Where directed
Sl. 1½:1
Sl. 4:1
Sl. var.
Sl. 3:1 norm.
Sl. 4:1
Sl. var.
Sl. 1½:1
2'
Variable
℄
See Surfacing Detail

SECTION A-A

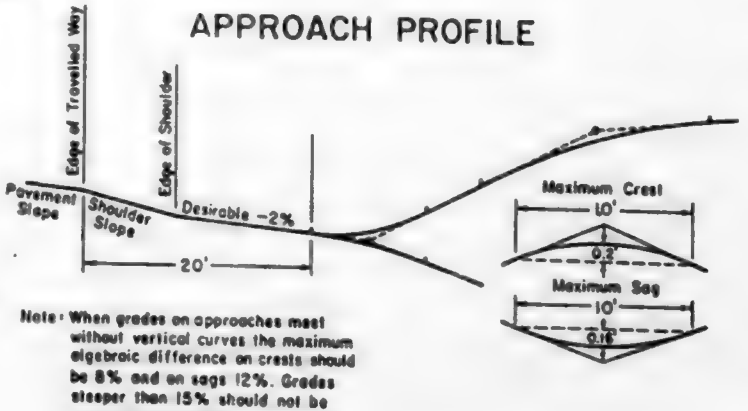

Main Rdwy. Base Design
Edge of Paved Shoulder
Existing Driveway

SECTION B-B

Note: Normal paving limits to extend 20'* from the edge of the travelled way or to the right of way line, whichever is less. Approach surfacing and width to then match existing approach.

*30' for Public Road connections.

APPROACH PROFILE


Edge of Travelled Way
Edge of Shoulder
Pavement Slope
Shoulder Slope
Desirable -2%
20'
Maximum Crest
10'
0.2'
Maximum Sag
10'
0.15'

Note: When grades on approaches meet without vertical curves the maximum algebraic difference on crests should be 8% and on sags 12%. Grades steeper than 15% should not be used without prior approval of the Road Design Engineer.

GENERAL NOTES:

1. Width of driveway (W) as shown on plans or as directed.
2. K is the distance from face of curb to back of present or future walk or 10 feet, whichever distance is less.
3. Where existing driveway is in good condition, construct only as much as required for satisfactory connection with new work.
4. "Alternate Apron Slope" used only where plans designate type with an (M) suffix. Example: Type A(M) or type A-1(M).
5. Increase thickness of asphalt concrete and stone base where shown on plans.

NOTE: All material and workmanship shall be in accordance with the current State of Oregon Standard Specifications for Highway Construction.

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY DIVISION
STANDARD

SIDEWALK RAMP, DRIVEWAYS & APPROACHES

JANUARY, 1983

REVISIONS		APPROVED
DATE	DESCRIPTION	
[illegible]	[illegible]	[illegible]

DRG. NO. 20779

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION): Hermiston - Stanfield N.C.L.

CONTRACT NO.: 10010

HIGHWAY: Umatilla - Stanfield

COUNTY: Umatilla

PREFIX: EA: C10010

SUBMITTED BY (RESIDENT)

DATE: Oct. 7, 1985

FOR ☐ REVIEW ☒ APPROVAL

F.A. PROJECT NO.: F-81 (7)

SUBMITTED BY (REGION)

DATE: 10-21-85

FOR ☐ REVIEW ☑ APPROVAL

TO ACCOMPANY (ORDER TYPE AND NUMBER): P.A. #7

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

BY ON

BY ON

BY ON

BY ON

WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—

BY ON

BY ON

BY ON

FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM—

SUBSTANTIAL CHANGE— ☐ YES; ☐ NO

BY ON

COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☐ YES; ☒ NO; ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—

Dave Parker BY Ted Keasey ON 8-28-85

ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—

BY ON

NET EFFECT OF ORDER ON PROJECT	PROJECT AUTHORIZATION	ESTIMATE PROJECT COST WITH ORDER	OVERRUN
INCREASE ~~DECREASE~~ $47,599.00	$ 3,480,917.74	$ 3,471,023.44	- 0 - %

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents)—

The purpose of this price agreement is to reimburse the contractor for the costs of furnishing the materials and constructing concrete sidewalks and driveways from Station 324+00 to 354+15. The plans call for construction of an earth path and Type A-1 Asphalt Concrete Driveways at this location. We believe that constructing concrete sidewalks and driveways at this time would be beneficial to the community and cost effective. At the present time, there are two large apartment complexes located out to Station 336+50 on the right side, and several residences located out to Station 354+15 on the left side. Expansion of the City of Hermiston in the near future will probably have more residences in the area. It would be cost effective to build concrete sidewalks at this time, as the work can be done in conjunction with the roadway construction of the present contract.

☒ CONTINUED ON ADDITIONAL SHEET(S)

734-1882 (11-81)

Submit Original to Construction Branch

We asked for prices for this work from the contractor and he gave us $14.00 per Sq. Yd. on the sidewalks, and $17.00 per Sq. Yd. on the driveways. These prices are in line with those obtained from the Construction Cost Unit, $14.00 per Sq. Yd. and $18.00 per Sq. Yd. for sidewalks and driveways, respectively.

We estimate the cost constructing the earth paths and driveways as called for in the plans to be $2,400.00 and $2,351.00, respectively. These costs are for crushed aggregate placed on the earth paths and for the aggregate base, asphalt concrete, and extra for asphalt approaches on the driveways.

The total estimated cost of this change is $43,287.00, with a net cost of $38,536 when the amounts for the earth paths and asphalt concrete driveways are taken into consideration. We think that now is the best time to build the concrete sidewalks and we recommend approval of this Price Agreement.

Prices within bid range. o.k. KDK

The Highway Division owns the R/W in this area in fee simple. There is no agreement with the City of Hermiston for maintenance outside of curb line. Maint. of concrete walks will be cheaper for us to maintain than the dirt path called for on contract plans. W. Richards

OREGON STATUTES PERTAINING TO BICYCLES

292.495	Compensation - Bicycle Advisory Committee	1
366.112	Bicycle Advisory Committee	1
366.460	Construction of Sidewalks, Footpaths, Bicycle Paths or Horse Trails	2
366.541	Highway Fund for Footpaths and Bicycle Trails	2
447.310	Standards for Curbing - Curb Cuts	3
481.004	Bicycle and Moped Defined	3
483.002	Definitions - Bicycle, Bicycle Lane, Bicycle Path, Bicycle Trail	4
483.547	Parent Responsibility	4
483.549	Required Equipment on Bicycles	4
483.552	Definitions - Public Way, Street Drains	5
483.554	Bicycle Safe Drains	5
483.556	Construction Guidelines	5
487.410	Stop and Turn Signals by Hand and Arm or Signal Lamps	5
487.415	Method of Giving Required Signals	5
487.630	Opening Vehicle Door	6
487.707	Mopeds on Sidewalks or Bicycle Trails	6
487.750	Motor Vehicle Rules Applying to Bicyclists	6
487.760	Unlawful Bicycle Operation	6
487.762	Improper Use of Lanes by Bicyclists	7
487.764	Use of Available Bicycle Lane or Path	7
487.767	Signaling for Bicycle Turn	7
487.770	Use of Bicycle Lane by Motor Vehicles Restricted	8
487.775	Use of Bicycle Path by Motor Vehicles Prohibited	8
487.778	Yielding Right of Way to Bicyclists on Sidewalk	8
487.785	Bicyclists on Sidewalks or in Crosswalks	8
487.790	Bicycle Racing	9
487.795	Clinging to a Vehicle	9
487.870	Regulating Use of Freeways	9

3/23/84

292.495 Compensation and expenses of members of state boards and commissions. (1) Subject to the availability of funds therefor in the budget of the state board or commission, and except as otherwise provided by law, any member of a state board or commission, other than a member who is employed in full-time public service, who is authorized by law to receive compensation for time spent in performance of official duties, shall receive a payment of $30 for each day or portion thereof during which the member is actually engaged in the performance of official duties.

(2) Except as otherwise provided by law, all members of state boards and commissions, including those employed in full-time public service, may receive actual and necessary travel or other expenses actually incurred in the performance of their official duties within the limits provided by law or by the Executive Department under ORS 292.210 to 292.250.

(3) As used in subsection (2) of this section, "other expenses" includes expenses incurred by a member of a state board or commission in employing a substitute to perform duties, including personal, normally performed by the member which the member is unable to perform because of the performance of official duties and which by the nature of such duties cannot be delayed without risk to health or safety. No member shall be reimbursed for expenses incurred in employing a substitute in excess of $25 per day. [1969 c.314 §1; 1973 c.224 §2; 1975 c.441 §1; 1979 c.616 §1]

366.112 Bicycle lane and path advisory committee; members, terms, duties and powers; meetings. (1) There is created in the Highway Division of the Department of Transportation an advisory committee to be appointed by the Governor to advise the division regarding the regulation of bicycle traffic and the establishment of bicycle lanes and paths. The committee shall consist of eight members including an employe of a unit of local government employed in land use planning, a representative of a recognized environmental group, a person engaged in the business of selling or repairing bicycles, a member designated by the Oregon Recreation Trails Advisory Council, and at least one member under the age of 21 at the time of his appointment. Members of the advisory committee shall be entitled to compensation and expenses as provided by ORS 292.495.

(2) The members shall be appointed to serve for terms of four years each, except the members first appointed. The terms of the first appointed members shall be fixed so that the terms of half the members shall expire in two years and half in four years, commencing July 1, 1973. Vacancies on the committee shall be filled by appointment by the Governor for the unexpired term.

(3) The committee shall meet regularly four times a year, at times and places fixed by the chairman of the committee. The committee may meet at other times upon notice by the chairman or three members of the committee. The Highway Division shall provide office space and personnel to assist the committee as requested by the chairman, within the limits of available funds. The committee shall adopt rules to govern its proceedings and may select officers it considers necessary. [1973 c.716 §1]

Note: 366.112 was enacted into law by the Legislative Assembly but was not added to or made a part of ORS chapter 366 or any series therein by legislative action. See Preface to Oregon Revised Statutes for further explanation.

366.460 Construction of sidewalks within highway right of way. The department may construct and maintain within the right of way of any state highway or section thereof sidewalks, footpaths, bicycle paths or trails for horseback riding or to facilitate the driving of livestock. Before the construction of any of such facilities the department must find and declare that the construction thereof is necessary in the public interest and will contribute to the safety of pedestrians, the motoring public or persons using the highway. Such facilities shall be constructed to permit reasonable ingress and egress to abutting property lawfully entitled to such rights.

366.514 Use of highway fund for footpaths and bicycle trails. (1) Out of the funds received by the department or by any county or city from the State Highway Fund reasonable amounts shall be expended as necessary to provide footpaths and bicycle trails, including curb cuts or ramps as part of the project. Footpaths and bicycle trails, including curb cuts or ramps as part of the project, shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated. Funds received from the State Highway Fund may also be expended to maintain footpaths and trails and to provide footpaths and trails along other highways, roads and streets and in parks and recreation areas.

(2) Footpaths and trails are not required to be established under subsection (1) of this section:

(a) Where the establishment of such paths and trails would be contrary to public safety;

(b) If the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use; or

(c) Where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails.

(3) The amount expended by the department or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However:

(a) This subsection does not apply to a city in any year in which the one percent equals $250 or less, or to a county in any year in which the one percent equals $1,500 or less.

(b) A city or county in lieu of expending the funds each year may credit the funds to a financial reserve or special fund in accordance with ORS 280.100, to be held for not more than 10 years, and to be expended for the purposes required or permitted by this section.

(c) For purposes of computing amounts expended during a fiscal year under this subsection, the department, a city or county may record the money as expended:

(A) On the date actual construction of the facility is commenced if the facility is constructed by the city, county or department itself; or

(B) On the date a contract for the construction of the facilities is entered with a private contractor or with any other governmental body.

(4) For the purposes of this chapter, the establishment of paths, trails and curb cuts or ramps and the expenditure of funds as authorized by this section are for highway, road and street purposes. The department shall, when requested, provide technical assistance and advice to cities and counties in carrying out the purpose of this section. The division shall recommend construction standards for footpaths and bicycle trails. Curb cuts or ramps shall comply with the requirements of ORS 447.310. The division shall, in the manner prescribed for marking highways under ORS 487.850, provide a uniform system of signing footpaths and bicycle trails which shall apply to paths and trails under the jurisdiction of the department and cities and counties. The department and cities and counties may restrict the use of footpaths and bicycle trails under their respective jurisdictions to pedestrians and nonmotorized vehicles.

(5) As used in this section, "bicycle trail" means a publicly owned and maintained lane or way designated and signed for use as a bicycle route. [1971 c.376 §2; 1979 c.825 §1; 1983 c.19 §1]

447.310 Standards for curbing. (1) The standard for construction of curbs on each side of any city street, county road or state highway, or any connecting street, road or highway for which curbs and sidewalks have been prescribed by the governing body of the city or county or Department of Transportation having jurisdiction thereover, shall require not less than two curb cuts or ramps per lineal block to be located on or near the crosswalks at intersections. Each curb cut or ramp shall be at least 48 inches wide, where possible, and a minimum of 36 inches wide where a 48-inch width will not fit, at a slope not to exceed one-inch rise per 12-inch run. If a 12:1 slope will not fit, an 8:1 slope is acceptable if so constructed as to allow reasonable access to the crosswalk for physically handicapped persons.

(2) Standards set for curb cuts and ramps under subsection (1) of this section shall apply whenever a curb or sidewalk is constructed or replaced at any point in a block which gives reasonable access to a crosswalk. [1973 c.176 §1; 1975 c.468 §1]

481.004 "Bicycle," "cycle," "moped" and "motorcycle" defined. (1) As used in subsection (2) of this section, "cycle" means any mechanical device, other than a farm tractor, designed for the transportation of persons on the ground on wheels that:

(a) Has a seat or saddle for use of the rider; and

(b) Is designed to travel with not more than three wheels in contact with the ground.

(2) As used in this chapter and in ORS chapters 482, 483, 486 and 487 and in ORS 743.800:

(a) "Bicycle" means a cycle propelled exclusively by human power with:

(A) Every wheel more than 14 inches in diameter; or

(B) With two tandem wheels either of which is more than 14 inches in diameter.

(b) "Moped" means a cycle equipped with an independent power source and a power drive system that functions directly or automatically only and does not require clutching or shifting by the operator after the drive system is engaged. "Moped" includes a cycle designed as a bicycle that is equipped with a power source that complies with this paragraph. The independent power source of a moped:

(A) If a combustion engine is used, has a piston or rotor displacement of 3.05 cubic inches or less or 50 cubic centimeters or less regardless of the number of chambers in the power source; and

(B) Is capable of propelling the moped, unassisted, at a speed of not more than 30 miles per hour on a level road surface.

(c) "Motorcycle" means any self-propelled cycle that is not a moped.

(3) Except where specific provisions are otherwise made, the provisions of this chapter and of ORS chapters 482, 483, 486 and 487 that are applicable to motor vehicles are also applicable to mopeds and motorcycles. [1979 c.871 §2; 1983 c.380 §1]

DEFINITIONS

483.002 "Axle," "balance trailer," "bicycle," "bicycle lane," "bicycle path," "bicycle trail," "business district" and "bus trailer" defined. As used in this chapter and in ORS chapter 487, except where the context otherwise requires:

(1) "Axle" means any structure or structures, whether in one or more segments, of any vehicle, supported by wheels and on which the wheels rotate, so spaced longitudinally that the centers thereof are included between two vertical parallel transverse planes 40 inches apart.

(2) "Balance trailer" means every vehicle without motive power, other than a trailer, pole trailer or semitrailer, designed so that its weight and that of its load is substantially balanced upon its axle or axles and coupled to the towing vehicle by a coupling device other than a kingpin and fifth-wheel assembly.

(3) "Business district" means the territory contiguous to a highway when 50 percent or more of the frontage thereon for a distance of 600 feet or more on one side, or 300 feet or more on both sides, is occupied by buildings used for business.

(4) "Bus trailer" means any trailer designed or used for carrying human beings.

(5) "Bicycle" has the meaning given that word in ORS 481.004.

(6) "Bicycle lane" means that part of the highway, adjacent to the roadway, designated by official signs or markings for use by persons riding bicycles or for use by persons riding mopeds as provided by ORS 487.707.

(7) "Bicycle path" means a public way maintained for exclusive use by persons riding bicycles and designated as such by official signs or markings.

(8) "Bicycle trail" means a publicly owned and maintained lane or way designated and signed for use as a bicycle route and includes both a bicycle lane and a bicycle path. [Amended by 1973 c.580 §1; 1975 c.287 §7; 1975 c.451 §221; 1977 c.409 §14; 1979 c.871 §24]

BICYCLES
(Equipment)

483.547 Parent or guardian prohibited from permitting child to violate bicycle equipment laws. (1) A parent or guardian commits the offense of permitting the operation of an unlawfully equipped bicycle if he authorizes or knowingly permits his minor child or ward to operate a bicycle equipped in violation of ORS 483.549.

(2) Permitting the operation of an unlawfully equipped bicycle is a Class D traffic infraction. [1975 c.451 §121]

483.549 Lamps and other equipment on bicycles. (1) When a person operates a bicycle upon a highway at any time from sunset to sunrise or at any other time when, due to insufficient light or unfavorable atmospheric conditions, persons and vehicles are not clearly discernible at a distance of 500 feet ahead, the bicycle or its rider shall be equipped with a lamp showing a white light visible from a distance of at least 500 feet to the front of the bicycle, and a red reflector or lighting device or material of such size or characteristics and so mounted as to be visible from all distances up to 600 feet to the rear when directly in front of lawful lower beams of head lamps on a motor vehicle.

(2) Every bicycle shall be equipped with a brake that enables the operator to make the braked wheels skid on dry, level, clean pavement.

(3) No person shall install or use any siren or whistle upon a bicycle.

(4) A person who operates an unlawfully equipped bicycle commits a Class D traffic infraction. [1975 c.451 §122; 1983 c.171 §4]

(Street Drains)

483.552 Definitions for ORS 483.002, 483.554, 483.556 and 487.750. As used in ORS 483.002, 483.554, 483.556 and 487.750:

(1) "Public way" shall mean any public highway, street, road, footpath or bicycle trail.

(2) "Street drains" shall mean sewer drains, storm drains and other similar openings in a roadbed over which traffic in the roadbed is intended to pass. [1975 c.287 §2; 1981 c.511 §2]

483.554 Drain construction to comply with bicycle safety requirements; guidelines; effect on existing drains. Street drains in any portion of public way which is available for use by bicycle traffic shall be designed and installed, including any modification of existing drains, with grates or covers so that bicycle traffic may pass over said drains safely and without obstruction or interference. [1975 c.287 §3]

483.556 Construction guidelines. (1) The Department of Transportation shall adopt construction guidelines for the design of public ways in accordance with ORS 483.554.

(2) Nothing contained in this section and ORS 483.554 shall require the redesign, modification or replacement of street drains installed prior to September 13, 1975. [1975 c.287 §§4, 5; formerly (2), (3) of 483.298; 1981 c.511 §3]

487.410 Signals by hand and arm or by signal lamps. (1) Except as provided in subsection (2) or (3) of this section, a driver shall give a stop or turn signal by activating signal lamps as described in ORS 487.415.

(2) Notwithstanding subsection (1) of this section, a driver shall give a stop or turn signal either by means of signal lamps or by means of the hand and arm if the driver is driving:

(a) Only in daylight hours between sunrise until sunset and there is sufficient light to discern clearly persons and vehicles at a distance of 1,000 feet ahead; and

(b) A vehicle or combination of vehicles in which the distance from the center of the top of the steering post to the left outside limit of the body, cab or load of the motor vehicle is less than 24 inches, or the distance from the center of the top of the steering post to the rear limit of the body or load is less than 14 feet.

(3) Notwithstanding subsection (1) of this section, the driver of a moped or bicycle shall give a turn signal by means of the hand and arm if the moped or bicycle is not equipped with signal lamps for giving a turn signal.

(4) Violation of this section is a Class C traffic infraction. [1975 c.451 §65; 1979 c.871 §33; 1983 c.332 §7; 1983 c.171 §5]

487.415 Method of giving required signals. (1) A driver shall give the hand and arm signals required under ORS 487.405 and 487.410 from the left side of the vehicle in the following manner and the signals shall indicate as follows:

(a) To indicate a left turn—hand and arm extended horizontally.

(b) Except as provided in subsection (4) of this section, to indicate a right turn—hand and arm extended upward.

(c) To indicate a stop or a decrease in speed—hand and arm extended downward.

(2) A driver giving the signals for turning or moving right or left upon a highway required under ORS 487.405 and 487.410 by use of signal lamps shall activate both the front and rear lamps of that side of the vehicle toward which the turn is made.

(3) A driver who stops or suddenly decreases the speed of a vehicle shall activate the stop lamps required by ORS 483.407.

(4) A person who is operating a bicycle is not in violation of subsection (1) of this section if the person signals a right turn by extending the person's right hand and arm horizontally.

(5) A driver who fails to make a signal in the manner required in this section commits a Class C traffic infraction. [1975 c.451 §66, 1983 c.332 §9]

487.630 Opening vehicle door. (1) A person commits the offense of unlawful opening or leaving open a vehicle door if the person does any of the following:

(a) Opens any door of a vehicle unless and until it is reasonably safe to do so and it can be done without interfering with the movement of traffic, or with pedestrians and bicycles on sidewalks or shoulders.

(b) Leaves a door open on the side of a vehicle available to traffic, or to pedestrians or bicycles on sidewalks or shoulders for a period of time longer than necessary to load or unload passengers.

(2) The offense described in this section, unlawful opening or leaving open a vehicle door, is a Class D traffic infraction. [1975 c.451 §105; 1983 c.332 §1]

487.707 Operation of moped on sidewalk or bicycle trail prohibited; exception. (1) No person shall:

(a) Operate a moped on a sidewalk.

(b) Except as provided in subsection (2) of this section, operate a moped on a bicycle trail.

(2) A person may operate a moped on a bicycle lane that is immediately adjacent to the roadway only while the moped is being exclusively powered by human power.

(3) Violation of subsection (1) of this section is a Class D traffic infraction. [1979 c.871 §41]

SPECIAL RULES FOR BICYCLES

487.750 Application of ORS chapters 483 and 487 to bicyclists. (1) Every person riding a bicycle upon a public way is subject to the provisions applicable to and has the same rights and duties as the driver of any other vehicle under this chapter and ORS chapter 483, except:

(a) Those provisions which by their very nature can have no application.

(b) When otherwise specifically provided under this chapter or ORS chapter 483.

(2) Subject to the provisions of subsection (1) of this section, a bicycle is a vehicle for purposes of this chapter and when the term "vehicle" is used the term shall be deemed to be applicable to bicycles.

(3) The provisions of this chapter relating to the operation of bicycles do not relieve a bicyclist or motorist from the duty to exercise due care. [1975 c.451 §130; 1981 c.511 §1; 1983 c.332 §2]

487.760 Unlawful bicycle operation. (1) A person propelling a bicycle commits the offense of unlawful bicycle operation if he:

(a) Rides other than upon or astride a permanent and regular seat attached to the bicycle; or

(b) Carries more persons on the bicycle than the number for which it is designed or safely equipped; or

(c) Carries a package, bundle or article which prevents him from keeping at least one hand upon the handlebar and having full control at all times.

(2) Unlawful bicycle operation is a Class D traffic infraction. [1975 c.451 §123]

487.762 Improper use of lanes; exceptions. (1) A person commits the offense of improper use of lanes by a bicycle if the person is operating a bicycle on a roadway at less than the normal speed of traffic using the roadway at that time and place under the existing conditions and the person does not ride as close as practicable to the right curb or edge of the roadway.

(2) A person is not in violation of the offense under this section if the person is not operating a bicycle as close as practicable to the right curb or edge of the roadway under any of the following circumstances:

(a) When overtaking and passing another bicycle or vehicle that is proceeding in the same direction.

(b) When preparing to execute a left turn.

(c) When reasonably necessary to avoid hazardous conditions including, but not limited to, fixed or moving objects, parked or moving vehicles, bicycles, pedestrians, animals, surface hazards or other conditions that make continued operation along the right curb or edge unsafe or to avoid unsafe operation in a lane on the roadway that is too narrow for a bicycle and vehicle to travel safely side by side. Nothing in this paragraph excuses the operator of a bicycle from the requirements under ORS 487.180 or from the penalties for failure to comply with those requirements.

(d) When operating within a city as near as practicable to the left curb or edge of a roadway that is designated to allow traffic to move in only one direction along the roadway. A bicycle that is operated under this paragraph is subject to the same requirements and exceptions when operating along the left curb or edge as are applicable when a bicycle is operating along the right curb or edge of the roadway.

(e) When operating a bicycle alongside not more than one other bicycle as long as the bicycles are both being operated within a single lane and in a manner that does not impede the normal and reasonable movement of traffic.

(f) When operating on a bicycle lane or bicycle path.

(3) The offense described in this section, improper use of lanes by a bicycle, is a Class D traffic infraction. [1983 c.332 §4]

487.764 Using available bicycle lane or path. (1) Except as provided in subsection (2) of this section, a person commits the offense of failure to use a bicycle lane or path if the person operates a bicycle on any portion of a roadway that is not a bicycle lane or bicycle path when a bicycle lane or bicycle path is adjacent to or near the roadway.

(2) A person is not required to comply with this section unless the state or local authority with jurisdiction over the roadway finds, after public hearing, that the bicycle lane or bicycle path is suitable for safe bicycle use at reasonable rates of speed.

(3) The offense described in this section, failure to use a bicycle lane or path, is a Class D traffic infraction. [1983 c.332 §5]

487.765 [1975 c.451 §125; repealed by 1983 c.332 §11]

487.767 Signaling for bicycle turn. (1) A person commits the offense of failure to signal for a bicycle turn if the person does any of the following:

(a) Stops a bicycle the person is operating without giving the appropriate hand and arm signal continuously for at least 100 feet before executing the stop.

(b) Executes a turn on a bicycle the person is operating without giving the appropriate hand and arm signal for the turn for at least 100 feet before executing the turn.

(c) Executes a turn on a bicycle the person is operating after having been stopped without giving, while stopped, the appropriate hand and arm signal for the turn.

(2) A person is not in violation of the offense under this section if the person is operating a bicycle and does not give the appropriate signal continuously for a stop or turn because circumstances require that both hands be used to safely control or operate the bicycle.

(3) The appropriate hand and arm signals for indicating turns and stops under this section are those provided for other vehicles under ORS 487.415.

(4) The offense described under this section, failure to signal for a bicycle turn, is a Class D traffic infraction. [1983 c.332 §6]

487.770 Use of bicycle lane by vehicles restricted; right of way on bicycle lane. (1) No person shall operate a motor vehicle, except a moped as provided in ORS 487.707, upon a bicycle lane, except when:

(a) Making a turn;

(b) Entering or leaving an alley or private road or driveway;

(c) Required in the course of official duty; or

(d) The vehicle is an implement of husbandry, as defined in ORS 481.023, that momentarily crosses into the bicycle lane to permit other vehicles to overtake and pass the implement of husbandry.

(2) A person operating a motor vehicle, other than a moped operated under ORS 487.707, shall yield the right of way to a person operating a bicycle or moped upon a bicycle lane.

(3) Unlawful driving upon a bicycle lane or failure to yield the right of way to a bicyclist or moped operator upon a bicycle lane in violation of this section is a Class B traffic infraction. [1975 §451 §126; 1979 c.871 §42]

487.775 Use of bicycle path by vehicles prohibited. (1) A driver shall not drive or park upon a bicycle path.

(2) Driving upon a bicycle path is a Class B traffic infraction. [Formerly 483.865]

487.778 Yielding right of way to bicyclist on sidewalk. (1) The driver of a motor vehicle commits the offense of failure to yield the right of way to a bicyclist on a sidewalk if the driver does not yield the right of way to any bicyclist on a sidewalk.

(2) The driver of a motor vehicle is not in violation of this section when a bicyclist is operating in violation of ORS 487.785. Nothing in this subsection relieves the driver of a motor vehicle from the duty to exercise due care.

(3) The offense described in this section, failure to yield the right of way to a bicyclist on a sidewalk, is a Class C traffic infraction. [1983 c.332 §10]

487.785 Rights and duties of bicyclist on sidewalk or in crosswalk. (1) Except as otherwise specifically provided by law, a bicyclist on a sidewalk or in a crosswalk has the same rights and duties as a pedestrian on a sidewalk or in a crosswalk.

(2) A person commits the offense of unsafe operation of a bicycle on a sidewalk if the person does any of the following:

(a) Operates the bicycle so as to suddenly leave a curb or other place of safety and move into the path of a vehicle that is so close as to constitute an immediate hazard.

(b) Operates a bicycle upon a sidewalk and does not give an audible warning before overtaking and passing a pedestrian and does not yield the right of way to all pedestrians on the sidewalk.

(c) Operates a bicycle on a sidewalk in a careless manner that endangers or would be likely to endanger any person or property.

(d) Operates the bicycle at a speed greater than an ordinary walk when approaching or entering a crosswalk, approaching or crossing a driveway or crossing a curb cut or pedestrian ramp and a motor vehicle is approaching the crosswalk, driveway, curb cut or pedestrian ramp. This paragraph does not require reduced speeds for bicycles either:

(A) At places on sidewalks or other pedestrian ways other than places where the path for pedestrians or bicycle traffic approaches or crosses that for motor vehicle traffic; or

(B) When motor vehicles are not present.

(3) The offense described in this section, unsafe operation of a bicycle on a sidewalk, is a Class D traffic infraction. [Formerly 483.870; 1983 c.332 §8]

487.790 Regulation of bicycle racing. Bicycle racing is permitted on any highway in this state upon the approval of, and under conditions imposed by, the department or local authority exercising jurisdiction over the highway on which the race is held. [1975 c.113 §2]

487.795 Clinging by persons on mopeds, bicycles or toy vehicles. (1) No person riding upon or operating a moped, bicycle, coaster, roller skates, sled or toy vehicle shall cling to another vehicle upon a roadway or attach that which the person is riding or operating to any other vehicle upon a roadway.

(2) Clinging to a vehicle in violation of this section is a Class D traffic infraction. [1975 c.451 §10a; 1979 c.871 §43]

487.870 Regulating use of throughway. (1) The commission and local authorities with respect to a throughway under their respective jurisdictions may prohibit or restrict the use of the throughway:

(a) By parades; and

(b) By persons riding bicycles or other nonmotorized traffic, motorcycles or mopeds.

(2) A regulation enacted under subsection (1) of this section shall become effective when appropriate signs giving notice thereof are erected upon any throughway and the approaches thereto.

(3) A person who violates a regulation adopted pursuant to this section commits a Class C traffic infraction. [1975 c.451 §162; 1977 c.882 §66; 1979 c.871 §44]

STATE OF OREGON **INTEROFFICE MEMO**

TO: Jerry Wimer
Construction Operations Engineer

DATE: October 29, 1985

J B Boyd

FROM: J. B. Boyd, PE, PLS
Right of Way Manager

SUBJECT: Concrete Sidewalks
Hermiston - Stanfield NCL
Umatilla - Stanfield Highway
Contract No. 10010

We have checked the obligations on the deeds in this area. We have no direct obligations indicated in any of the documents. I believe that our only obligations are to the city and to the abutting owners. As I mentioned before, in urbanized areas such as this, I believe the Highway Division is obligated under their general responsibilities, to provide sidewalks in areas where there are many pedestrians. The question of whether the city or property owner should have been responsible in the costs, is a subject for early project considerations.

JBB:pr

cc: Duane Christensen ✓
Bill Anhorn

RECEIVED
OCT 29 1985
ROAD DESIGN SECTION

LDE
FDE
SE
LE
LFE
GTE
PDE
PDS
BPM

LPC
LA
LDS
RWD
FLC
OFFICE
Copy All
Return To

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6509 FILE CON 5

TO: J. B. Boyd
Right-of-Way Manager

DATE: October 24, 1985

FROM: Gerald Wimer Jerry
Construction Operations Engineer

SUBJECT: Concrete Sidewalks
Hermiston - Stanfield NCL
Umatilla - Stanfield Highway
Contract No. 10010

Warren Richards requests permission from this office to add concrete sidewalks to this project at the substantial cost of $47,599.00.

He indicates, "We believe that constructing concrete sidewalks and driveways at this time would be beneficial to the community and cost effective. At the present time, there are two large apartment complexes located out to Station 336+50 on the right side, and several residences located out to Station 354+15 on the left side. Expansion of the City of Hermiston in the near future will probably have more residences in the area. It would be cost effective to build concrete sidewalks at this time, as the work can be done in conjunction with the roadway construction of the present contract." He also says, "Forgot to mention that we own this section in fee simple. We are obligated to maintain dirt path. Easier to maintain concrete walk."

The plans call for construction of an earth path and Type A-1 Asphalt Concrete Driveways. He proposes constructing concrete sidewalks and driveways from Station 324+00 to 354+15.

Please determine the State's obligation to construct concrete walks at this location.

GW/sc

10236s

Bruce - 10/29/85
there are no obligations
to construct a sidewalk.
D

Don
check the
ownership in the
area - any
obligations in
documents
JB

RIGHT OF WAY ADMINISTRATION
RECEIVED
OCT 24 1985

81-125-1337

366.515 [Amended by 1971 c.376 §3; 1973 c.249 §39; repealed by 1975 c.436 §7]

366.516 Incurring obligations payable from anticipated revenues. The Department of Transportation may incur obligations to be paid from the State Highway Fund for the construction, reconstruction, improvement, repair or maintenance of highways, streets and bridges in excess of the amount then standing to the credit of the State Highway Fund if in the opinion of the department there will be sufficient funds available for the payment of such obligations when they become due and payable and all other debts, obligations and expenses chargeable against the State Highway Fund including those amounts that are required by law to be set aside from the State Highway Fund for particular purposes. Obligations incurred under the authority of this section need not be payable in the same biennial period during which the obligation is incurred. [1953 c.125 §2]

366.517 Department may determine certain accounting procedures. The Department of Transportation shall determine the accounting period for which any expenditures shall be charged against the State Highway Fund. The department may charge such expenditures against the State Highway Fund at the time the expenditures are actually paid even though the expenditures were obligated during a prior accounting period. The department may keep its accounts on a calendar year basis. [1953 c.125 §3; 1967 c.454 §40]

366.518 Expenditures from highway fund to be reported, budgeted and limited to amounts budgeted. The Department of Transportation shall submit a biennial statement and budget estimate as required by law, and shall limit its expenditures from the State Highway Fund during each biennial period to the total amount of the budget approved according to law; provided, that the word "expenditures" shall mean all money actually paid out or due and payable, but shall not mean liabilities or obligations incurred but not due and payable until a subsequent biennial period. The provisions of any law establishing a Legislative Assembly emergency committee shall apply to expenditures from the State Highway Fund. [1953 c.125 §4]

366.520 Expenses in legalizing state highways. The expenses incurred in any proceeding by the department under ORS 368.201 to 368.221, when applied to state highways, shall be paid out of the highway fund. [Amended by 1961 c.153 §62]

366.522 Appropriations from highway fund for legislative interim committees. It hereby is declared to be the policy and intent of the Legislative Assembly that the total appropriations out of the State Highway Fund made by it for the payment of expenses incurred by the Legislative Assembly by and through its interim committee during any biennium shall be deemed to be the maximum amount necessary for such purpose. Any unexpended and unobligated balance remaining in any such appropriation heretofore or hereafter made shall, after the expiration of the biennium for which the appropriation was made, be returned to the State Highway Fund and may thereafter be used for any purpose authorized by law. [1953 c.84 §1]

APPROPRIATIONS TO COUNTIES

366.525 Appropriation from highway fund for counties. There shall be and hereby are appropriated out of the highway fund annually such sums of money as will equal 20.07 percent of all moneys credited to the State Highway Fund by the State Treasurer between July 1 of any year and June 30 of the following year and which have accrued from funds transferred to the highway fund by the State Treasurer or Department of Revenue under ORS 153.630 (2)(b), 481.950 and 767.635. The appropriation shall be distributed among the several counties for the purposes provided by law. [Amended by 1967 c.463 §3; 1971 c.376 §4; 1979 c.344 §8; 1981 s.s. c.3 §108; 1983 c.164 §3]

366.530 Basis of allocation of appropriation to counties. The sum designated in ORS 366.525 shall be remitted by warrant to the county treasurers of the several counties. The remittance in any year shall be in proportion of the number of vehicles, trailers, semitrailers, pole trailers and pole or pipe trailers registered in each county, to the total number of such vehicles registered in the state as of December 31 of the preceding year, as indicated by motor vehicles registration records. All such vehicles owned and operated by the state and registered under ORS 481.125 shall be excluded from the computation in making the apportionment. Upon request, the Administrator of the Motor Vehicles Division of the Department of Transportation shall certify to the Department of Transportation the information necessary in order that the department may comply with this section. [Amended by 1955 c.43 §1; 1955 c.287 §23; 1967 c.454 §41; 1977 c.743 §1] following apply to the distribution of moneys under this subsection:

(a) The appropriation shall be distributed among the several counties for the purposes described in this subsection. The distributions shall be made at times determined by the Department of Transportation but shall be made not less than once a year.

(b) The sums designated under this subsection shall be remitted to the county treasurers of the several counties by warrant.

(c) The department shall establish an advisory committee to advise the department in the performance of its duties under this subsection. The composition of the advisory committee under this subsection shall be as determined by the department by rule. In determining the composition of the advisory committee, the department shall attempt to provide reasonable representation for county officials or employes with responsibilities relating to county parks and recreation sites.

(d) The department, by rule, shall establish a program to provide moneys to counties for the acquisition, development, maintenance, care and use of county park and recreation areas. The rules under this paragraph shall provide for distribution of moneys based on use and need and, as the department determines necessary, on the need for the development and maintenance of facilities to provide camping sites for campers, motor homes and travel trailers. [1969 c.605 §46; 1979 c.186 §13; 1983 c.363 §2]

366.514 Use of highway fund for footpaths and bicycle trails. (1) Out of the funds received by the department or by any county or city from the State Highway Fund reasonable amounts shall be expended as necessary to provide footpaths and bicycle trails, including curb cuts or ramps as part of the project. Footpaths and bicycle trails, including curb cuts or ramps as part of the project, shall be provided wherever a highway, road or street is being constructed, reconstructed or relocated. Funds received from the State Highway Fund may also be expended to maintain footpaths and trails and to provide footpaths and trails along other highways, roads and streets and in parks and recreation areas.

(2) Footpaths and trails are not required to be established under subsection (1) of this section:

(a) Where the establishment of such paths and trails would be contrary to public safety;

(b) If the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use; or

(c) Where sparsity of population, other available ways or other factors indicate an absence of any need for such paths and trails.

(3) The amount expended by the department or by a city or county as required or permitted by this section shall never in any one fiscal year be less than one percent of the total amount of the funds received from the highway fund. However:

(a) This subsection does not apply to a city in any year in which the one percent equals $250 or less, or to a county in any year in which the one percent equals $1,500 or less.

(b) A city or county in lieu of expending the funds each year may credit the funds to a financial reserve or special fund in accordance with ORS 280.100, to be held for not more than 10 years, and to be expended for the purposes required or permitted by this section.

(c) For purposes of computing amounts expended during a fiscal year under this subsection, the department, a city or county may record the money as expended:

(A) On the date actual construction of the facility is commenced if the facility is constructed by the city, county or department itself; or

(B) On the date a contract for the construction of the facilities is entered with a private contractor or with any other governmental body.

(4) For the purposes of this chapter, the establishment of paths, trails and curb cuts or ramps and the expenditure of funds as authorized by this section are for highway, road and street purposes. The department shall, when requested, provide technical assistance and advice to cities and counties in carrying out the purpose of this section. The division shall recommend construction standards for footpaths and bicycle trails. Curb cuts or ramps shall comply with the requirements of ORS 447.310. The division shall, in the manner prescribed for marking highways under ORS 487.850, provide a uniform system of signing footpaths and bicycle trails which shall apply to paths and trails under the jurisdiction of the department and cities and counties. The department and cities and counties may restrict the use of footpaths and bicycle trails under their respective jurisdictions to pedestrians and nonmotorized vehicles.

(5) As used in this section, "bicycle trail" means a publicly owned and maintained lane or way designated and signed for use as a bicycle route. [1971 c.376 §2; 1979 c.825 §1; 1983 c.19 §1]

10,010

November 7, 1986

Aherin, Rice & Brown, P.A.
Attorneys at Law
P. O. Drawer 698
Lewiston, ID 83501

CON 5 - 10,010

Attention: Darrel W. Aherin

The Milwaukie Office has forwarded your letters of October 20 and 23 to this office for reply concerning Contract No. 10,010 with Weaver Construction Co.

We are attaching a copy of the Performance Bond on this contract, which has the bond number at the top of the document.

The addresses you requested are shown below:

Prime Contractor: Weaver Construction Co.
P. O. Box 428
La Grande, OR 97850

Bonding Company: Fidelity & Deposit Co. of Maryland
P. O. Box 489
Portland, OR 97207

Fidelity & Deposit Co. of Maryland
P. O. Box 1227
Baltimore, MD 21203

This contract was substantially completed on September 26, 1986. The Department of Transportation does not withhold payments from contractors in connection with claims as they can be controversial.

Oregon Law does outline a procedure for filing of claims. We are attaching a copy of that law for your information in case you wish to file a claim. The claim should be mailed to Commission Services, 121 Transportation Building, Salem, OR 97310. We will then file it with the Secretary of State, the contractor, and their surety.

If I can be of any further help, please give me a call. My number is (A.C. 503)378-6526.

Fran Neavoll
COMMISSION SERVICES

FKN:slp
Attachments

Aherin, Rice & Brown, P.A.

Attorneys at Law

Darrel W. Aherin
Stephen C. Rice
Charles A. Brown
Anthony C. Anegon
Marcy J. Spilker

October 23, 1986

Department of Tranportation
State of Oregon
9002 S. E. McLoughlin Blvd.
Milaukee, OR 97222

RE: HERMISTON-STANFIELD HIGHWAY PROJECT, CONTRACT NO. 10010

On October 20, 1986, we mailed to you a letter setting forth the balance due Eucon Corporation in regard to the above project. Would you please advise us who the bonding company is on this job, together with the bond number and their address as we would like to put that bonding company on notice that Weaver has not paid our client.

Since this is a public works job, our client would be entitled to this information. We would also like to have the official mailing address of Weaver so that we can put them on notice that these additional sums have not been paid and we expect payment in full on this project.

A prompt reply would be appreciated so we can comply with any deadlines which may exist. It is our understanding that the project may be nearing total completion and we want to make sure that enough retainage is held by the State of Oregon to cover this dispute, and that the bonding company is put on notice so the matter can be resolved before the contract is closed.

Darrel W. Aherin

DARREL W. AHERIN - ATTORNEY AT LAW

DWA:dja

cc: Eucon Corporation

OM MRE OE PPM CS
TOS RECEIVED ME
FAS OCT 27 1986 PDM
CSA Metro Region TAM
RAS PA EM BUD LM

RECEIVED
OCT 31 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Commission Services
Const. Sect.
Mike Gardner

(208) 746-3646
1212 Idaho Street P.O. Drawer 698 Lewiston, ID 83501-0698

RECEIVED
CSA Metro Region TAM
RAS PA EM BUD LM

Aherin, Rice & Brown, P.A.
Attorneys at Law
Darrel W. Aherin
Stephen C. Rice
Charles A. Brown
Anthony C. Anegon
Marcy J. Spilker

☐ RE ☒ ☐ ☐ RO
☐ RFA
OCT 27 1986
RECEIVED
REGION 5 OFFICE

October 20, 1986

Department of Transportation
State of Oregon
9002 Southeast McLoughlin Blvd.
Milaukee, OR 97222

RE: HERMISTON-STANFIELD HIGHWAY PROJECT, CONTRACT NO. 10010

Please be advised that we represent Eucon Corporation which had subcontracted with Weaver Construction Company, a general contractor, to perform rock crushing in connection with the Hermiston-Stanfield highway project. Weaver had contracted with the state of Oregon to complete a project pursuant to contract no. 10010. Eucon completed the rock crushing on August 8, 1985, in accordance with the written subcontract.

As of this writing, Weaver has paid Eucon a total of $245,976.86, and that the sum of $19,357.94 is still due and owing. A breakdown of Eucon's costs and receipts is listed below.

Item # 1.	Mobilization	$ 7,000.00
Item # 17.	1-1/2" Base - 99783.09 tons @ $2.20	219,522.80
Item # 18.	3/4" Base - 19,468.26 tons @ $2.35	45,750.41
	Demobilization	7,000.00
		$279,273.21
	Paid by Weaver Construction through Estimate #14	(245,976.86)
		33,296.35
	Less Retainage being held	(12,946.15)
		20,350.20
	Credit material purchased from Blue Mountain Asphalt 365.51 tons of 3/4" @ $2.35	(858.95)
	Credit difference in 1-1/2 " used for 3/4" 888.73 tons @ $.15 per ton	(133.31)
	BALANCE DUE EUCON	$ 19,357.94

(208) 746-3646
1212 Idaho Street P.O. Drawer 698 Lewiston, ID 83501-0698

On July 5, 1986, Weaver made a payment to Eucon in the sum of $3,427.61, but Weaver has failed to pay the total amount still due and owing. This letter is to notify you that there is a dispute between Weaver and Eucon as to the amount still owed under the contract. If Eucon is forced to take legal action to secure payment of this amount, it would pursue all avenues for receipt of the payment, including possibly against the State of Oregon Transportation Department.

AHERIN, RICE & BROWN, P.A.

Darrel W. Aherin

DARREL W. AHERIN - ATTORNEY AT LAW

DWA:dja

cc: Eucon

XC: Commission Services ✓
Constr. Section
Mike Gardner

RECEIVED
OCT 30 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,010

VICTOR ATIYEH
GOVERNOR

1859

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: October 21, 1986

In Reply Refer to File No.:
CON 5
10010

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

NOTED
LARRY RULIEN

SUBJECT: Request Contract Acceptance
Federal-aid Project No. F-81(7)

Contract 10010, Work Completed September 26, 1986

Project Hermiston-Stanfield N.C.L.

Highway Umatilla-Stanfield

County Umatilla

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date December 9, 1986

for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
DEC 22 '86
REFER TO
FOR
[illegible] | Inves | R/D | D.R | Sign | Act | File

BMW:mk

cc: L. Rulien
C. O. Fredrickson
R. D. Hector
B. M. Walton

CPC/FL4

RECEIVED
DEC 23 1986
OREGON DIVISION

RECEIVED
OCT 22 1986
OREGON DIVISION

734-2023 (2-85)

July 23, 1986

CON 5 - #10,010

Coral Sales Company
10560 S.E. Hwy. 212
P.O. Box 577
Clackamas, OR 97015

Attention: Lizbeth Hatfield
Accountant

Thank you for your letter of July 17, 1986, advising us that you have been paid in full for a claim against Yurock Contractors.

You state this is in reference to the Weaver Construction Co. Contract No. 10,010 for work on Hermiston-Stanfield N.C.L. Section of the Umatilla-Stanfield Highway in Umatilla County.

This information is being noted in our records and we will advise the contractor and surety.

George Bell
Assistant Director

cc: Weaver Construction Co.
P.O. Box 428
La Grande, OR 97850

Fidelity & Deposit Co. of Maryland
P.O. Box 489
Portland, OR 97207

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: Secretary of State: Filed 5-19-86; CL 1986-0192

bbc: Bryant Jackmond

FKN:cc

Coral Sales Company

P.O. BOX 577
10560 S.E. HWY. 212
CLACKAMAS, OREGON 97015
(503) 655-6351

July 17, 1986

Robert W. Gormsen
Manager of Commission Service
121 Transportation Building
Salem, OR 97310

Re: Oregon State Highway Dept. Contract #10010, Hermiston-Standfield.

I would like to drop my claim against Yurock Contractors (Prime: Weaver Construction) that I filed on April 4, 1986 (copy attached). We were paid in full by Weaver Construction.

Thank you,

Lizbeth Hatfield

Lizbeth Hatfield
Accountant

cc: Weaver Construction
Yurok Contractors

RECEIVED
JUL 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Coral Sales Company

P.O. BOX 577
10560 S.E. HWY. 212
CLACKAMAS, OREGON 97015
(503) 655-6351

April 4, 1986

Robert W. Gormsen
Manager of Commission Service
121 Transportation Building
Salem, OR 97310

Re: Oregon State Highway Dept. Contract #10010, Hermiston - Standfield.

We would like to file a claim for payment of material purchased (guard rail) from Coral Sales Company by Yurock Contractors (Prime: Weaver Construction) on December 6, 1985 in the amount of $355.00. We have been most patient in this matter but have no recouse but to protect our lien rights.

Thank you,

Lizbeth Hatfield

Lizbeth Hatfield
Accountant

cc: Weaver Construction
Yurok Contractors

RECEIVED
JUL 21 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

PAID
7-11-86
ck #9434
$355.00
by Weaver

10,010

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 10, 1986

In Reply Refer to
File No.:

TO: Oregon Transportation Commission

CC 7 A

CON 5
10010

FROM: Larry Rulien
State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Hermiston-Stanfield North City Limits Section
Umatilla-Stanfield Highway, Umatilla County
Contract No. 10010

The subject project is nearing completion and the need for an increase in the amount authorized is apparent. The final cost is now estimated at $3,880,917.74 which is an increase of $400,000 or 11.5 percent.

The largest single item contributing to the increased cost was watering. The earthwork was a very sandy material requiring large quantities of water for compaction and dust control. This item overran the estimated amount by $70,200.

Materials for temporary widening and rebuilding of road approaches were not adequately covered in the originally estimated quantities. Contract items covering aggregate base and paving overran by a total of $178,000. Another $25,900 was paid in extra work for construction and removal of temporary widening related to an additional stage of construction. The added stage was needed to adequately provide for traffic during construction.

Sidewalks were added to the project at a cost of $43,900 and temporary striping removal overran the estimated amount by $19,800 due to removal work being required for the various stages of construction.

The contract provided for a bonus to the contractor if the asphaltic concrete work meets specific requirements. No funds were included in the authorization to cover the bonus, now estimated at $35,000.

The work added to the project has increased the amount of engineering required. It is expected to amount to approximately 8% of the other work items which results in an increase of $40,500.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $400,000 to a new total of $3,880,917.74. This matter will be on the consent calendar for the July 22 meeting.

LR:HHP:mk

cc: Fred Miller
R. W. Gormsen
C. O.Fredrickson
V. E. Skoog
R. D. Hector
George Bell

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318 FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: July 10, 1986

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Hermiston-Stanfield North City Limits Section
Umatilla-Stanfield Highway, Umatilla County
Contract No. 10010

The subject project is nearing completion and the need for an increase in the amount authorized is apparent. The final cost is now estimated at $3,880,917.74 which is an increase of $400,000 or 11.5 percent.

The largest single item contributing to the increased cost was watering. The earthwork was a very sandy material requiring large quantities of water for compaction and dust control. This item overran the estimated amount by $70,200.

Materials for temporary widening and rebuilding of road approaches were not adequately covered in the originally estimated quantities. Contract items covering aggregate base and paving overran by a total of $178,000. Another $25,900 was paid in extra work for construction and removal of temporary widening related to an additional stage of construction. The added stage was needed to adequately provide for traffic during construction.

Sidewalks were added to the project at a cost of $43,900 and temporary striping removal overran the estimated amount by $19,800 due to removal work being required for the various stages of construction.

The contract provided for a bonus to the contractor if the asphaltic concrete work meets specific requirements. No funds were included in the authorization to cover the bonus, now estimated at $35,000.

The work added to the project has increased the amount of engineering required. It is expected to amount to approximately 8% of the other work items which results in an increase of $40,500.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $400,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: R. D. Hector M. J. Gardner B. M. Walton D. L. Trout

Contains Recycled Materials

10,010

May 15, 1986

CON 5 - #10,010

Coral Sales Company
P.O. Box 577
Clackamas, OR 97015

Attention: Lizbeth Hatfield
Accountant

We have received your letter dated April 4, 1986, with attached invoice, filing a claim against the following Highway Division contract:

FILED BY:	Coral Sales Company
AMOUNT:	$355
FOR:	Material
AGAINST (Prime contractor):	Weaver Construction Co.
SUBCONTRACTOR:	Yurock Contractors
CONTRACT NO.:	10,010
PROJECT:	Hermiston-Stanfield N.C.L. Section, Umatilla-Stanfield Highway, Umatilla County.
SURETY:	Fidelity & Deposit Co. of Maryland

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

cc: Weaver Construction Co.
P.O. Box 428
La Grande, OR 97850

Fidelity & Deposit Co. of Maryland
Portland Branch Office
P.O. Box 489
Portland, OR 97207

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

NOTED ON CARD
5/15/86 CB

bbc: Bryant Jackmond

FKN:cb

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

Coral Sales Company

P.O. BOX 577
10560 S.E. HWY. 212
CLACKAMAS, OREGON 97015
(503) 655-6351

April 4, 1986

Robert W. Gormsen
Manager of Commission Service
121 Transportation Building
Salem, OR 97310

Re: Oregon State Highway Dept. Contract #10010, Hermiston - Standfield.

We would like to file a claim for payment of material purchased (guard rail) from Coral Sales Company by Yurock Contractors (Prime: Weaver Construction) on December 6, 1985 in the amount of $355.00. We have been most patient in this matter but have no recouse but to protect our lien rights.

Thank you,

Lizbeth Hatfield

Lizbeth Hatfield
Accountant

cc: Weaver Construction
Yurok Contractors

RECEIVED
APR 7 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CORAL SALES COMPANY
P. O. BOX 577
10560 S.E. HWY 212
CLACKAMAS, OR 97015
(503) 655-6351

B 4495

INVOICE DATE	12-6-85
OUR ORDER NO	B 4165
YOUR ORDER NO.	1468
TERMS	
F.O.B.	Hermiston
SALESMAN	DPD
SHIPPED VIA	2880# West Star

ORS
Yurock Constructoonrs 935-7342
90629 Georgetown Rd.
Junction City, OR 97448

SHIPPED TO Yurock Constructors c/o Weaver Contr. (503) 567-6545 ½ Mile South of Town on US 395 (Next to Oregon Hwy Dept Shops) Hermiston, OR

PPD OR COLL.

QUANTITY	DESCRIPTION	PRICE	AMOUNT
8	12'6" GR Panels punch 3'1½" and radius 25' convex	88.75	710.00
4	12'6" GR Panels punch 3'1½" and radius 10' convex	88.75	355.00
1	12'6" GR Panels punch 6'3" and radius 25' convex	77.50	77.50
5	12'6" GR Panels punch 6'3" and radius 65' convex	77.50	387.50
14	Tube Sleeve Assemblies with hardware	107.00	1,498.00
			~~2,640.50~~
	Corrected invoices sent to Yurock + Weaver on 12.16.85		3,028.00
			LH
	3/24/86 Check #8612		(2,673.00)
	Certify to OSHD Contract 10010, Hermiston-Standfield		355.00
	Prime: Weaver Construction		
	B/L 3434 12-4-85		

RECEIVED
APR 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

POSTED

✓

10,010

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WE LY REPORT FOR CONSTRUCTION JECTS

WEEK ENDING: May 10 1986

PROJECT NAME (SECTION): Hermiston - Stanfield NCL

CONTRACT NO: 10010

HIGHWAY: Umatilla - Stanfield

COUNTY: Umatilla

F A PROJECT NO: F-81(7)

CONTRACTOR: Weaver Construction Co.

KIND OF WORK: Grading, Paving Structures and Signing

DATE OF AWARD: April 24, 1985

FIRST NOTIFICATION DATE: May 30, 1985

ESTIMATED DATE OF COMPLETION, OR: Oct. 19, 1986

SECOND NOTIFICATION DATE AND:

ESTIMATED SEMIFINAL SUBMITTAL DATE:

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 3,480,917.74

ESTIMATED PROJECT COST $ 3,605,690.98

ESTIMATED PERCENT OVERRUN/~~UNDERRUN~~ 4.0 %

ENGINEERING

AUTHORIZATION $ 247,531.93

COST THIS WEEK $ 6,427.01

TOTAL TO DATE $ 250,263.44

PERCENT OF AUTHORIZATION 101 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Cal.	10/19/86	530	361	68	yes
	/ /	0	0	0	
	/ /	0	0	0	
	/ /	0	0	0	

AVERAGE FORCE ON PROJECT THIS WEEK

SUPERVISORS: 1 WORKERS: 15

PERCENT CONTRACT WORK COMPLETED 84%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	91,518 cy	91,850 tn	37,800 tn			
EST. CORRECTED QUANTITIES	101,492 cy	96,403 tn	37,800 tn			
EST. PERFORMED TO DATE	101,492 cy	96,403 tn	33,764 tn			
PERCENT PERFORMED TO DATE	100	100	89	0	99	0

ACTIVITIES THIS WEEK:

Laying top course A.C.

Install gaurdrail.

Sta. 338-339 Install 12" sewer pipe.

Sta. 324-355 Installing sidewalk.

Sta. 328+75, 332+50, 345+00 Installed in-line irrigation gates.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Continue asphalt paving operations.

Continue installing gaurdrail.

Continue installing sidewalk.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Overtime this week: 75.0 hours. Inspectors observing paving operations and performing A.C. testing.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN): Michael J. Gardner
Michael J. Gardner

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,010

STATE COPY

cc: L. W. Rulier

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 4	COUNTY Umatilla	DIVISION Oregon

IN COMPANY WITH

M. Gardner, Project Manager, OSHD

DATE OF INSPECTION 5/7/86	INSPECTION MADE BY David B. Carter, Area Engineer	PROJECT NO. F-81(7)

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 66 %	WORK COMPLETED 85 %

HERMISTON - STANFIELD N.L.L. SECTION
UMATILLA - STANFIELD HIGHWAY
Grading, Paving, Structures, & Signing

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAY 15 '86
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Cg
5/19

Work Completed

Grading	100%	Complete
Base	100%	"
Paving	75%	"

Work in Progress

Miscellaneous finishing work on the structures. Paving on the top lift southbound near Airport Road.

Comments

The contractor was paving a 20' wide panel on the top lift at the time of this inspection. Paving on the top lift had begun on the previous day. Low boy type trucks were being used to dump directly into the paver. During this inspection the trucks were taking care as they moved into the paver and the paver was being operated at a uniform speed.

Compaction was being obtained using a vibratory roller for breakdown, rubber-tired roller for intermediate rolling, and a steel-wheeled roller for finish rolling. Minimum compaction requirements were being met with four passes with the vibratory roller and two passes with the rubber-tired roller. The mix was being delivered to road at approximately 290° F and initial breakdown rollering was being accomplished before the mat had cooled below 260° F.

Copies of the statistical testing results for last year and this year's paving (through the base lift) are attached to the Division office copy of this report. These reports represent the three lots of paving done to date. The composite pay factor for the three lots are 1.031, 1.014, and 1.049 respectively.

Difficulty was experienced during last year's paving in obtaining density on the first lift over the base aggregates. The lift was being placed 1-1/2" thick as per the plans. Possibly the nuclear guage was reading through the AC lift and into the base aggregates. The lift thickness was then increased to 3" in an effort to meet the compaction specification requirements. However, this reduced the quality of the ride and also affected joint construction. As a result, the lift thickness was reduced to 1-1/2" for the season's base paving. A price agreement (No. 13) has been initiated to control compaction when the first lift is being placed over base aggregates. The P.A. will allow for the acceptance of compaction based on an established roller pattern which is based on a daily test rolling pattern. The pay factor for compaction based on this method will be 1.0. This agreement covers only the material placed this year under the above described condition.

The Special Provisions for the contract under Section 403.39, drying, heating, and separating aggregates into designated sizes, specifies a minimum "C" value of 40 with a penalty for values below this minimum. This specification will be changed by price agreement to reflect the "C" value specification in use on more recent projects. The "C" values being obtained should meet the revised specifications.

An approved mix design (No. 8518369) is on file. The material source is No. 30-66-5, a gravel deposit, which is located just north of Hermiston. An 8000 pound batch plant is being used to produce the mixture.

###########

10

11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

March 24, 1986
IN REPLY REFER TO
HFO.4/5-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project F-81(7)
Hermiston-Stanfield N.C.L. Section
Umatilla - Stanfield Highway
Order for Extra Work No. 4

We are returning Extra Work Order No. 4 to you not approved.

The documentation submitted with the Extra Work Order does not include information regarding the owner's right to occupy the right-of-way.

We will reconsider the eligibility for Federal-aid participation for this work should the owner have a compensable right to occupy the right-of-way.

Sincerely yours,

for Dale E. Wilken
Division Administrator

Enclosure
Extra Work Order No. 4

NOTED
W. E. SCHWARTZ

cc:
OSHD (G. A. Potter, Program)
OSHD (C. O. Fredrickson, Const)

RECEIVED
STATE HWY ENGR

MAR 31 '86

REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Chuck - I also question this. Did ~~owner~~ owner have a permit to occupy R/W? If not, he had no legal right to cross. He probably can get permit but he should bear expense of a conduit from R/W to R/W. — WES

MM to Orig. 4/3

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

~~Recommended for approval subject to comments noted:~~
~~☐ Area Engineer ____~~
~~☐ Bridge Engineer ____~~
~~☐ Right-of-Way ____~~
~~☐ ____~~
~~APPROVED:~~
~~Date Field Opns. Engr.~~
~~Return to~~

In Reply Refer to File No.: CON 5

DATE: February 5, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

V. H. Patterson

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

Federal-aid Project
No. F-81(7)

SUBJECT: Request Change Order Approval

Contract	10010 Order For Extra Work No. 4
Project	Hermiston - Stanfield N.C.L.
Highway	Umatilla - Stanfield
County	Umatilla

The attached order is for replacement of an irrigation line that was destroyed when a 15" culvert pipe was removed as called for by the plans.

The existence of this line was unknown prior to the removal of the culvert. The water user has informed us that he needs this line to supply water to his field across the road.

An attempt was made to negotiate a Price Agreement for this work, but the prices submitted by the contractor could not be justified.

The amount of this order is for $3,925.00 with federal participation amounting to approximately $3,459.

October 23, 1985, authorization date is requested.

RDC:mk

Attach.

C/O/10010

RECEIVED
FEB 7 1986
OREGON DIVISION

734-2023 (2-85)

OREGON DEPARTMENT OF TRANSPORTATION

p

HIGHWAY DIVISION

ORDER FOR EXTRA WORK

TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION) Hermiston - Stanfield N.C.L.		CONTRACT NO. 10010
HIGHWAY Umatilla - Stanfield	COUNTY Umatilla	PREFIX EA: C10010
CONTRACTOR'S NAME AND ADDRESS Weaver Construction P.O. Box 428 La Grande, OR 97850		F.A. PROJECT NO. F-81(7) DATE PREPARED October 30, 1985 EXTRA WORK ORDER NO. E.W.O. #4

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE —

Install 80 feet of 8-inch steel casing and approximately 100 feet of 4-inch PVC pipe across roadway. About 45-50 feet of the casing shall be jacked under the new roadway on the Stage II construction.

LOCATION OF WORK (STATION NUMBERS) —

Effective date of authorization for work ____________

Station 507+00

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

Labor	$1400.00
Equipment	$ 400.00
Materials & Invoice	$2125.00
Total:	$3925.00

SPECIFICATIONS AND OTHER PROVISIONS —

All work shall be performed as per the Special Provisions and the Standard Specifications for this contract.

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER.

PROJECT AUTHORIZATION	$3,480,917.74
ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER.	$3,479,958.66
ESTIMATED ~~OVERRUN~~ XXXXXX UNDERRUN 0.03%	$ 959.08

SUBMITTED BY (RESIDENT ENGINEER)

APPROVAL RECOMMENDED (REGION)

APPROVAL RECOMMENDED

APPROVED (CONSTRUCTION) Wimer

DATE NOV 12

(T)

755

734-3208 (REV. 2-81)

P

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR EXTRA WORK
TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION) Hermiston - Stanfield N.C.L.	CONTRACT NO. 10010
HIGHWAY Umatilla - Stanfield — COUNTY Umatilla	PREFIX EA: C10010
CONTRACTOR'S NAME AND ADDRESS Weaver Construction P.O. Box 428 La Grande, OR 97850	F.A. PROJECT NO. F-81(7)
	DATE PREPARED October 30, 1985
	EXTRA WORK ORDER NO. E.W.O. #4

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE —

Install 80 feet of 8-inch steel casing and approximately 100 feet of 4-inch PVC pipe across roadway. About 45-50 feet of the casing shall be jacked under the new roadway on the Stage II construction.

LOCATION OF WORK (STATION NUMBERS) —

Station 507+00

Effective date of authorization for work ____

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

Labor	$1400.00
Equipment	$ 400.00
Materials & Invoice	$2125.00
Total:	$3925.00

SPECIFICATIONS AND OTHER PROVISIONS —

All work shall be performed as per the Special Provisions and the Standard Specifications for this contract.

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER.	PROJECT AUTHORIZATION $3,480,917.74
SUBMITTED BY (RESIDENT ENGINEER)	ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER. $3,479,958.66
	ESTIMATED XXXXXX UNDERRUN 0.03% $ 959.08
APPROVAL RECOMMENDED (REGION)	APPROVED (CONSTRUCTION) — DATE NOV 13
APPROVAL RECOMMENDED	ⓣ 755

734-3208 (REV. 2-81)

P

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR EXTRA WORK
TO BE PERFORMED ON FORCE ACCOUNT BASIS

PROJECT NAME (SECTION) Hermiston - Stanfield N.C.L.	CONTRACT NO. 10010
HIGHWAY Umatilla - Stanfield — COUNTY Umatilla	PREFIX EA: C10010
CONTRACTOR'S NAME AND ADDRESS Weaver Construction P.O. Box 428 La Grande, OR 97850	F.A. PROJECT NO. F-81(7)
	DATE PREPARED October 30, 1985
	EXTRA WORK ORDER NO. E.W.O. #4

THE FOLLOWING FORCE ACCOUNT WORK IS TO BE PERFORMED AND PAID FOR IN ACCORDANCE WITH THE CONTRACT TERMS:

DESCRIPTION OF WORK TO BE DONE —

Install 80 feet of 8-inch steel casing and approximately 100 feet of 4-inch PVC pipe across roadway. About 45-50 feet of the casing shall be jacked under the new roadway on the Stage II construction.

LOCATION OF WORK (STATION NUMBERS) —

Station 507+00

COST ESTIMATE (LABOR, EQUIPMENT AND MATERIALS) —

Labor	$1400.00
Equipment	$ 400.00
Materials & Invoice	$2125.00
Total:	$3925.00

SPECIFICATIONS AND OTHER PROVISIONS —

All work shall be performed as per the Special Provisions and the Standard Specifications for this contract.

PREPARE A SEPARATE ORDER FOR EACH TYPE OF EXTRA WORK JOB. SUBMIT THE ORIGINAL THROUGH CHANNELS TO THE CONSTRUCTION BRANCH. AFTER APPROVAL, COPIES WILL BE SENT TO THE CONTRACTOR, THE REGION ENGINEER AND THE RESIDENT ENGINEER.

PROJECT AUTHORIZATION		$3,480,917.74
ESTIMATED PROJECT COST INCLUDING WORK UNDER THIS ORDER.		$3,479,958.66
ESTIMATED XXXXXX UNDERRUN	0.03%	$ 959.08

SUBMITTED BY (RESIDENT ENGINEER)

APPROVAL RECOMMENDED (REGION)

APPROVAL RECOMMENDED

APPROVED (CONSTRUCTION)

DATE NOV 13

(T)

755

734-3208 (REV. 2-81)

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WORK OR CHANGE ORDER SUPPORTING DATA

PROJECT NAME (SECTION) Hermiston - Stanfield N.C.L.			CONTRACT NO. 10010
HIGHWAY Umatilla - Stanfield	COUNTY Umatilla		PREFIX EA: C10010
SUBMITTED BY (RESIDENT) Michael J. Gardner	DATE October 31, 1985	FOR ☐ REVIEW ☒ APPROVAL	F.A. PROJECT NO. F-81 (7)
SUBMITTED BY (REGION)	DATE 11-1-85	FOR ☐ REVIEW ☑ APPROVAL	TO ACCOMPANY (ORDER TYPE AND NUMBER) E.W.O. #4

WORK OR CHANGE HAS BEEN DISCUSSED WITH—

Jim Hanson BY Ted Keasey ON 10-21-85

BY ON

BY ON

BY ON

WORK OR CHANGE HAS BEEN DISCUSSED AND APPROVAL TO PROCEED OBTAINED FROM—

Warren Richards BY Mike Gardner ON 10-23-85

BY ON

BY ON

FEDERAL HIGHWAY TENTATIVE APPROVAL OBTAINED FROM— SUBSTANTIAL CHANGE— ☐ YES; ☒ NO

BY ON

COST ESTIMATE, FORM 734-1877 IS ATTACHED— ☒ YES; ☐ NO; ☐ NOT APPROPRIATE

COSTS HAVE BEEN DISCUSSED WITH (Construction Cost Unit or Technical Services Section)—

Mark Wills BY Ted Keasey ON 10-22-85

ORAL APPROVAL OF COSTS OBTAINED FROM (Construction Cost Unit or Technical Services Section)—

BY ON

NET EFFECT OF ORDER ON PROJECT INCREASE DECREASE	PROJECT AUTHORIZATION	ESTIMATE PROJECT COST WITH ORDER	OVERRUN
$ 3,915.00	$ 3,480,917.74	$ 3,479,958.66	- 0 - %

ADDITIONAL INFORMATION THAT IS NOT INCLUDED ON ORDER (Additional Description; Who Requested; Why Necessary; Why Cost is not a Contractor Responsibility; Parties other than State or FHWA that will Share the Cost; Estimated Starting Date or Date Work Started; Emergency Work Prior to Approval; Estimated Effect on Project Time; Significant Discussions; References to Supporting and/or Attached Documents)—

The purpose of this Extra Work Order is to reimburse the contractor for the costs incurred to install an 8-inch steel conduit across the roadway at station 507+00, and a 4-inch PVC pipe through this conduit. This pipe replaces a 4-inch PVC destroyed during the removal of a 15-inch culvert at this location.

The contractor is not responsible for the costs of installing this pipe because he was directed by the plans and by O.S.H.D. personnel to remove the existing 15-inch culvert which had a 4-inch PVC pipe running through it. At the time this work was done, nothing was known about this 4-inch pipe, or even that the pipe existed. When the 4-inch pipe was discovered, it was damaged and it appeared to be an abandoned utility conduit and work proceeded. Several weeks later we have come to find out that this 4-inch pipe supplied water to an irrigation system for a field next to the roadway.

☐ CONTINUED ON ADDITIONAL SHEET(S)

734-1882 (11-81)

Submit Original to Construction Branch

EWO #4
C-10010

The work involved on this ~~price agreement~~ change order involves pushing an 8-inch steel casing under approximately 45-50 feet of paved roadway on the Stage II construction, then trenching the remaining length in the Stage III construction area. With the conduit installed, the 4-inch PVC pipe will be slipped inside and reconnected to the severed ends.

The material for the casing has been discussed with Jim Hanson in bridge design. The material for the PVC pipe shall be similar to the pipe which was destroyed, and it shall meet the Standard Specifications for PVC irrigation pipe..

An attempt was made to negotiate this work under a price agreement, but the contractor's prices were substantially more than could be justified by Force Account. The contractor has been directed to begin this work as soon as it can be scheduled, as the water user has notified us that he needs the water supplied by this pipe.

10 619

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-81(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90010

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JAN 9 '86
REFER TO Potter
FOR

OM
1/10

7. DATE AUTHORIZATION EFFECTIVE January 6, 1986

8. FEDERAL ROUTE NUMBER Primary 81

9. STATE ROUTE NUMBER Primary 54

10. GENERAL LOCATION:

Hermiston - Stanfield Interchange Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 12-31-85 we approve the revised Preliminary Engineering costs to a TEC of $561,750; Federal Funds $481,812.

(Increase TEC $111,650; Federal Funds $95,768)

14. DATE 1/7/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: December 13, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 90010
Project No. F-81(2)
Hermiston-Stan~~d~~field Section
Hermiston-Stan~~d~~field Highway
Umatilla County

I request your approval of a program change on the subject project to increase the estimated total cost to reflect more accurately the scope of work based on the revised project prospectus and a recent reevaluation of the FEIS statement. Approval of th is request will involve an increase of $94,650 in total cost and $83,433 in federal funds.

Revisions in financing are as indicated on the attached modified agreements. Also, enclosed please find revised project prospectus parts 1, 2, and 4.

DDB:bkb
Enc.
cc: R. Oakes
R. Lang
R. Hector
J. Peterson
General Files

Form 734-3122

10,010
jc

U. S. DEPARTMENT OF TRANSPORTA N
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: F-81(6)
2. STATE PROJECT NO.: See Below
2A. COUNTY NAME: Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:
5. ITEM NO.: 90010

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
NOV 12 '85
REFER TO

7. DATE AUTHORIZATION EFFECTIVE: August 13, 1985
8. FEDERAL ROUTE NUMBER: Primary 81
9. STATE ROUTE NUMBER: Primary 54

10. GENERAL LOCATION:
Hermiston-Stanfield NCL Section

11. GENERAL DESCRIPTION OF WORK
Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 10-29-85, you are authorized to proceed with all phases of Right-of-Way for File 54809 as shown on Right-of-Way Map 9B-9-13 at a TEC of $5,000 - F. F. $4,409.

This authorization confirms the advanced verbal approven given 8-13-85.

Federal participation is limited to that R/W actually incorporated in the final location of the subject project.

14. DATE: 11/8/85
15. SIGNATURE OF APPROVING OFFICIAL: John D Wickman
16. TITLE: For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10 0

N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: November 5, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Confirmation of Verbal Authorization
Item No. 90010
Project No. F-81(6)
Hermiston-Stanfield W.C.L. Section
Umatilla County

I request confirmation of your verbal authorization of August 13, 1985 to proceed with the acquisition of file No. 54809 for the subject project.

This request is made to correct my letter of October 29, 1985 which failed to ask for this confirmation (see attached letter).

RDF:bkb
Enc.
cc: Don Aman
General Files ✓

Form 734-3122

10,010 jc

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-81(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90010

6. TO
10-29-85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 31 '85
REFER TO Potter
FOR
Info Inves R/O D/R Sign Act File

7. DATE AUTHORIZATION EFFECTIVE September 4, 1985

8. FEDERAL ROUTE NUMBER Primary 81

9. STATE ROUTE NUMBER Primary 54

10. GENERAL LOCATION:
Hermiston - Stanfield N. C. L. Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr.Potter's letter dated 10-21-85 this will confirm the advance approval dates of 9-4-85 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to the Umatilla Electric Cooperative Association on an actual cost basis estimated to be $499 - F. F. $440.

The Agreement with the Umatilla Electric Cooperative Association is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 10/29/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10.010

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

PRO 6-2

Date: October 29, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Request for Authorization to Proceed
with Acquisition of Right-of-Way
Item No. 90010
Project No. F-81(6)
Hermiston-Stanfield W.C.L. Section
Umatilla-Hermiston Highway
Umatilla County
File No. 54809

I request your authorization to proceed with the actual acquisition of the above listed file at an estimated total cost of $5,000.00, with an obligation of $4,409.00 in federal funds. The parcel to be acquired is as outlined in red on the enclosed copy of right-of-way map number 9B-9-13.

Enclosed are copies of a modification of project agreement (PR-2A) and a revised project agreement estimate for the subject project.

RDF:me
Encl.
cc: R. D. Hector (Region 5)
Don Aman
General Files ✓

Form 734-3122

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER		State Oregon
PROJECT REPORT NUMBER		County Umatilla
MODIFICATION NUMBER 4		Project Number F-81(6)

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on November 26 , 19 81 , is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 627,892.00	$ 632,892.00
Federal funds	$ 553,675.00	$ 558,084.00
Other revisions		

This modification is made for the following reasons:

To include increase in authorized right-of-way acquisition costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the day of , 19 .

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State
State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: October 21, 1985

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Request for Programming
(Additional R/W)
Hermiston - Stanfield Junction Section
Umatilla - Stanfield Highway
Umatilla County
Project # F-81(6)

We have received one additional file on the above project. The acquisition of this right of way is estimated at $5,000 and does not require a relocation or moving allowance.

Please request confirmation of the verbal authorization of August 13, 1985 to proceed with the acquisition of this right-of-way with the Federal Highway Administration.

The above estimate covers file 54809 as shown on map 9B-9-13.

DA:pr

Attachment

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 23 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81-125-1367

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
OCT 22 '85
REFER TO
In Reply Refer to
File No.:
FOR

Info	Inves	R/D	D/R	ign	ct	[illegible]

October 21, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Power Service Pole Relocation
Umatilla Electric Cooperative Association
Hermiston-Stanfield N.C.L. Section
Umatilla-Stanfield Highway
Umatilla County
Project No. F-81(7)

Here is a copy of an estimate of cost to adjust Umatilla Electric Cooperative Association's (UECA) power service facilities dated September 13, 1985, and a sketch showing their proposed relocation.

A certification prepared by Thomas G. Carman as to UCEA's rights in the land occupied by their facilities is in our files.

The conflict was not originally anticipated, therefore, UCEA was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of UECA's facilities.

Form 734-3122

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of September 4, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $499.

JCM:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
Tom Carman

10.010

N

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

October 15, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: David B. Carter, Area Engineer

Jack M Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Power Pole Relocation
Umatilla Electric Cooperative Association
Hermiston-Stanfield N.C.L. Section
Umatilla-Stanfield Highway
Umatilla County
Project No. F-81(7)

Confirmation of your verbal authorization for Umatilla Electric Cooperative Association (UECA) to proceed with the relocation of their power pole facilities in conflict with this project as of September 4, 1985 is requested. An estimate of cost has been received from UECA in the amount of $498.05. This estimate is presently being reviewed by the Highway Accounting Section and will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
September 4, 1985 is approved

David B Carter
David B. Carter, Area Engineer

JMC:jr
cc: E. S. Hunter ✓
Don Trout
Pete Gonzalez
Robert D. Hector
Mike Gardner
Tom Carman

RECEIVED
STATE HWY ENGR
OCT 24 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Form 734-3122

N

TO: Oregon Transportation Commission

SUBJECT: Confirmation Report of Actions Taken Under Delegated Authority

By your duly adopted delegation order, you authorized me in my official capacity to exercise certain authority on behalf of the Oregon Transportation Commission. Pursuant to that authority, and acting in accordance therewith for the Commission, I approved all actions listed below and report this action for your official records:

1) On July 26, 1985, established a 45 MPH temporary construction speed zone on the Hermiston-Stanfield Section (M.P. 8.45 to M.P. 9.26) of the Umatilla-Stanfield Highway in Umatilla County. Speed zone to be in effect for duration of the project.

2) On July 30, 1985, approved an addendum to a contract with Oregon State University covering the effect of moisture and aging on asphalt pavement life. Addedum extends a no-cost extension of time to December 31, 1985, for final report. (Approved by R. N. Bothman for Acting State Highway Engineer.)

3) On August 7, 1985, signed a personal service contract with Stuntzner Engineering and Forestry for construction engineering in the Geographical Area-3 (Coquille). Cost $20,000. (Approved by the Transportation Commission on May 21, 1985.)

4) On August 8, 1985, signed a personal service contract with Cooper Consultants, Inc., for construction engineering in the Geographical Area-1 (Portland). Cost $44,000. (Approved by Transportation Commission on May 21, 1985.)

5) On August 8, 1985, signed a personal service contract with Timberland McCullough for construction engineering in the Geographical Area-4 (Bend). Cost $25,000. (Approved by the Transportation Commission on May 21, 1985.)

6) On August 13, 1985, signed an Intergovernmental Service Agreement with Oregon Institute of Technology for a seminar on introductory arc welding on October 16, 1985, at a cost of $392.50.

7) On August 19, 1985, signed a supplemental agreement with OBEC Consulting Engineers for preliminary engineering on the Cogswell Hill Slide Section (M.P. 10.05 to 10.1) in Lane County. Cost of fixed price changes from $65,730 to $66,837. (Approved by Transportation Commission May 15, 1984. W.E. Schwartz signed for Acting State Highway Engineer.)

8) On August 19, 1985, signed a supplemental agreement with International Engineering Co., Inc., for preliminary engineering on the Green Springs Highway Rockfall Section of the Green Springs Highway (M.P. 13.1 - M.P. 13.9) in Jackson County. Cost increase of $3,000. (Approved by Transportation Commission on May 15, 1984. Signed by W. E. Schwartz for Acting State Highway Engineer.)

9) On August 21, 1985, signed a supplemental agreement with Cooper Consultants, Inc., covering the Willamette Highway Passing Bay (M.P. 7.2 to M.P. 7.9) in Lane County. Supplement adds to original agreement roadside inventory and changes fixed price from $48,225 to $48,750. (Original agreement approved by Transportation Commission on May 15, 1984.)

10) On August 26, 1985, signed a supplemental agreement with Westlake Consultants covering the Umpqua Highway Passing Lane (M.P. 19.45 to M.P. 20.1) in Douglas County. Supplement adds to the original agreement roadside inventory to the statement of work and changes the total amount from $52,400 to $53,150. (Agreement approved by Transportation Commission on May 15, 1984.)

11) On August 27, 1985, approved a Memorandum of Understanding with the League of Oregon Cities covering the Special City Allotment Program Guidelines and Working Agreement. The purpose of the document is to eliminate and restate certain policies contained in original agreement entered into on January 21, 1985.

12) On August 30, 1985, approved a personal service contract with C-D-J Consortium dba Business Employment to administer physical tests to potential applicants for Highway Maintenance positions. Cost $900. Time period: September 3, 1985, through June 30, 1987. (Approved by R. N. Bothman on behalf of Acting State Highway Engineer.)

Dated this 6th day of September, 1985

ESHunter

E. S. Hunter, Acting State Highway Engineer

9-5-85

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-2

TO: H. S. Coulter
State Highway Engineer

DATE: July 23, 1985

FROM: L. E. George
Traffic Engineer

SUBJECT: **Speed Zoning During Construction**
Hermiston-Stanfield Section
Umatilla-Stanfield Highway No. 54
Umatilla County
M.P. 6.03 to M.P. 10.01

RECEIVED
JUL 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
JUL 26 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

In a letter dated June 26, 1985, Michael J. Gardner, Project Manager in Hermiston, requested establishment of a regulatory speed zone during construction of the Hermiston-Stanfield Section of the Umatilla-Stanfield Highway.

This section of highway will be under construction until the fall of 1986. During this period, conditions will be such that enforceable speed zoning will better provide for safer movement of traffic through the project.

In consideration of this request, we recommend that the following speed zoning be established on this section of highway for the duration of the project:

> **45 mph from South Ott Road (city limits of Hermiston) (M.P. 8.45) to 0.75 mile north of Canal Road (city limits of Stanfield) (M.P. 9.26).**

By authority delegated by the State Speed Control Board, the Secretary has approved speed zoning on the portion of the project in the City of Hermiston from M.P. 6.03 to M.P. 8.45.

If you concur with the proposed speed zoning, please approve and forward a copy of this letter to R. W. Gormsen for his records. Also, please return an approved copy to this office.

L E George

L. E. George
Traffic Engineer

APPROVED
H S Coulter
STATE HIGHWAY ENGINEER
7-26-85

orig Gormsen
cy George
Files 7-29

HH:dc

81-125-1387

cc: R. W. Gormsen

N

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

August 30, 1985

D. O. Christensen
Road Design Engineer

File 54809
Hermiston-Stanfield N.C.L. Section
Umatilla-Stanfield Highway
Umatilla County

Attached is a description (1 file), an authorization and right of way prints covering additional right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

10 [illegible] jc **STATE COPY** cc: OSHD (H er) N

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 1	COUNTY Umatilla	DIVISION Oregon
IN COMPANY WITH M. Gardner, Project Manager; OSHD			
DATE OF INSPECTION August 19, 1985	INSPECTION MADE BY D. B. Carter, Area Engineer		PROJECT NO. F-81(7)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 18½% %	WORK COMPLETED 28½% %

HERMISTON - STANFIELD N. L. L. Section
UMATIALLA - STANFIELD HIGHWAY
Grading, Paving, Structures & Signing

NOTED
W. E. SCHWARTZ

This project provides for the widening and surfacing of this 3.77 mile section of the Umatilla-Stanfield Highway.

WORK COMPLETED

Clearing	85% complete
Grading	20% complete
Paving	80% of aggregate produced
Structures	
No. 474A	0% complete
No. 475A	0% complete
No. 476A	11% complete
No. 7367A	15% complete

RECEIVED
STATE HWY ENGR
AUG 30 '85
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

ay
9A

WORK IN PROGRESS

Backfilling the Feed Canal structure abutments.
Forming columns at the railroad structure.
Miscellaneous grading and cleanup of the prospective material source on the west side of the highway near Airport Road junction.

COMMENTS

Wet ground has been encountered on the west side of the highway extending from near the Maxwell Canal to near the "A" Line Canal. Apparently irrigation water migrates down thru the sandy soil to an impervious layer at which point it collects. Correction of this condition will include some subgrading and the installing of drain pipe. The estimated cost for the work is approximately $6,000.

Form FHWA-1446A
(Rev. 2-84)

Traffic is now in Stage II and grading is progressing on the east side of the highway along the entire length of the project.

This project was awarded to Weaver Construction Company of Union, Oregon on April 24, 1985 in the amount of $2,994,049.10. The project time is 530 calendar days with the count of time beginning on May 7, 1985. Work began on the project on May 30, 1985.

- DBC -

May 10, 1985

Weaver Construction Co.
PO Box 428
La Grande, OR 97850

CON 5
#10,010

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,010 for work on the Hermiston-Stanfield N.C.L. Section of the Umatilla-Stanfield Highway in Umatilla County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Enclosure
cc: Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 NE Multnomah
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Robert D. Hector
Michael Gardner

General Contractors
Ph. (503) 562-5502

WEAVER
CONSTRUCTION
COMPANY

P. O. Box 588
Union, OR 97883

April 12, 1985

Office of Commission Services
State Transportation Bldg. - Rm. 121
Salem, OR. 97310

RE: DBE Documentation
Hermiston-Stanfield N.C.L. Sec.

Dear Sir:

In accordance with the supplemental contract provisions regarding disadvantaged business enterprises, we submit the attached. To comply with the assigned contract goal, we will subcontract to:

Yurock Contractors, Inc.
90629 Georgetown Road
Junction City, OR. 97448
Ben Campbell 935-7342

ITEM	Quantity	Unit Price	Total
1	All	L.S.	4700.00
5	750 L.F.	12.50	9375.00
39	3600 L.F.	10.70	38520.00
40	400 L.F.	18.00	7200.00
41	14 Ea.	300.00	4200.00
42	2 Ea.	100.00	200.00
43	14 Ea.	150.00	2100.00
44	225 L.F.	5.00	1125.00
45	5850 L.F.	5.00	29250.00
50	114 Ea.	18.00	2052.00
51	60 Ea.	22.00	1320.00
52	21 Ea.	10.00	210.00
53	12 Acre	500.00	6000.00
63	56 L.F.	45.00	2520.00
64	245 Sq.Yd.	5.00	1225.00
74	75 L.F.	40.00	3000.00
75	310 Sq.Yd.	5.00	1550.00
85	125 L.F.	40.00	5000.00

DBE Documentation
Hermiston-Stanfield N.C.L. Sec.

ITEM	Quantity	Unit Price	Total
86	540 Sq.Yd.	5.00	2700.00
100	300 L.F.	40.00	12000.00
101	1240 Sq.Yd.	5.00	6200.00
103	All	L.S.	510.00
104	All	L.S.	2500.00
105	330 Sq.Ft.	9.00	2970.00
106	81 Sq.Ft.	10.00	810.00
107	127 Sq.Ft.	13.00	1651.00
108	360 Ea.	4.00	1440.00
109	25 Ea.	6.00	150.00
110	All	L.S.	150.00
		Subcontract Total	$150628.00

Sincerely,

Weaver Construction Co.

Paul C Wolf

Paul C. Wolf, Engineer

RECEIVED
APR 15 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

C L. Ellis

1985 Hermiston-Stanfield N.C.L. 10,010
on Umatilla-Stanfield Hwy.
(gr, pav, structures & signing) #3

~~G+A 7693 7-28-82~~-OK

R+R 1187 4-19-85

Con 21-4
Umatilla -
Stanfield
Sp.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 30, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Railroad Agreement
Project No. F-81(6)
Hermiston-Stanfield NCL Section
Umatilla-Stanfield Highway
Umatilla County

Enclosed for your approval are two copies of two fully executed agreements between the Union Pacific Railroad and the State Highway Division granting rights for the widening of the overcrossing structure of the Spokane Mainline and conveyance of access rights on the subject project. The costs of the property rights is $1,000 with no estimated increase in total cost or federal funds anticipated at this time.

I further request the return of one copy of each of the agreement approved for our files.

CPL:me
Encl.
cc: R. Trygstad
General Files

April 19, 1985

Mr. Michael Murray
Union Pacific Railroad
The 1515 Building
1515 S.W. Fifth Avenue
Portland, OR 97201

RE: Hermiston-Stanfield
N.C.L. Section
Umatilla-Stanfield Highway
Umatilla County
File 49142
UP File 315-1-153

RAILROAD COMPANIES
FILE No. 1187

Dear Mike:

This morning I received the duplicate counterparts of the agreement covering the widening of the overhead crossing of the Umatilla-Stanfield Highway over your Spokane main line and the Conveyance of Access Rights associated with the same project. I appreciate your efforts in this regard, Mike. The agreement has been signed on behalf of the Department of Transportation and I am returning herewith the Railroad Company's counterpart for your records.

You will also find attached a Voucher which should be signed and returned to me. Upon receipt of the signed Voucher I will arrange for payment of the $1,000 fee.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT:jr
attach.

cc: Doug Updike -UP

bc: Bob Gormsen w/original agreement and Access Rights, al Lightner
C. O. Fredrickson w/copies
Gary Potter w/copies (2)
R. D. Hector w/copies
Mike Gardner w/copies
Harold Brainerd w/copies
D. E. Wilken w/copies
J. B. Boyd w/copies

noted in agreement book 5/9/85

RECEIVED
APR 22 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Con 21-4

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
F-81(7) Umatilla

2. STATE PROJECT NO. Stanfield
See Below

2A. COUNTY NAME
Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
90010

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
4-10-85

8. FEDERAL ROUTE NUMBER
Primary 81

9. STATE ROUTE NUMBER
Primary 54

10. GENERAL LOCATION:
Hermiston - Stanfield N.C.L. Section

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter of 3-26-85 and contingent upon modification of Project Agreement if additional funds are required, you are authorized to proceed with the aerial power line relocation for Pacific Power and Light Company on an actual cash basis estimated at a TEC of $5,078; Federal Funds $4,476.

The Agreement with Pacific Power and Light Company is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

RECEIVED
STATE HWY ENGR
APR 17 '85
REFER TO
Potter
FOR
Info | Imm | R/D | D/R | Sign | Act | File

14. DATE
4/11/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hessner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

Con [illegible]
Umatilla
Stanfield
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 26, 1985

In Reply Refer to
File No.:

RECEIVED
STATE HWY ENGR
MAR 28 '85
REFER TO
FOR

Info	Inves	R/D	D/K	Sign	Act	File

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter
Manager, Program Section

ORIGINAL SIGNED BY
GARY A. POTTER

NOTED
E. S. HUNTER

SUBJECT: Aerial Power Line Relocation
Pacific Power & Light Company
Hermiston-Stanfield N.C.L. Section
Umatilla-Stanfield Highway
Umatilla County
Project No. F-81(7)

Here is a copy of an estimate of cost to adjust Pacific Power & Light Company's aerial power line facilities dated July 9, 1984, and a sketch showing their proposed relocation.

A certification prepared by Thomas G. Carman as to the Company's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The company was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves a crossing of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the company's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $5,078.

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
T. G. Carman

10,710

CON 51-4,
Umatilla-
Stanfield
[illegible]

STATE OF OREGON **INTEROFFICE MEMO**

TO: Richard A. Kuehn
Final Design Engineer

DATE: January 2, 1985

SUBJECT: Hermiston-Stanfield
Extruded Curb and Gutter Expansion Joint

I feel that eliminating expansion joints in extruded concrete curb would not be the right thing to do.

It is not a big deal to place them, so there would be no real cost savings. It is also cheap insurance to have them.

If they were deleted on the Hermiston-Stanfield job, I would probably direct a change order to have them constructed.

Original Signed By Robert D. Hector

R. D. Hector
Region Engineer

RDH/lm

cc: Jerald Backstrand
C. O. Fredrickson
T. W. Litchfield ✓
James J. Gix
Dale D. Allen
M. J. Gardner

RECEIVED
JAN 4 1985
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
2 Litchfield
Edwards
Turpin
Trout
Wakerlig

1 Duane Don

Do Not File
Return To
Bring Up __/__/__
Action

1-7-85
Rick will pick another project. Don

CON 2194
Umatilla-Stanfield
S.P.

STATE OF OREGON **INTEROFFICE MEMO**
ROAD DESIGN SECTION DES 16

TO: R. D. Hector
J. J. Gix
D. D. Allen

DATE: December 27, 1984

FROM: Richard A. Kuehn
Final Design Engineer

Richard A. Kuehn

SUBJECT: Fir Avenue-Johnson Avenue (Coos Bay)
O.B. Riley Road-Brosterhaus (Bend)
Hermiston-Stanfield
Extruded Curb and Gutter Expansion Joint

Our present specification 609.35 and Standard Drawing No. 2077 requires an expansion joint at 200' maximum spacing.

Eliminating the expansion joint for the extruded method of construction appears feasible on tangent sections. The expansion joints would still be required at direction changes, abutting walls, etc. per specifications.

Barring any major objections from yourselves, or local agencies if involved, appropriate specifications will be written for the subject sections so results with and without the expansion joints can be compared.

If adopted as standards for future projects, major benefits will be reduced costs, reduced construction difficulty and time savings.

RAK:DB:bn

cc: J. Backstrand
C. O. Fredrickson
T. W. Litchfield

CON 21-41
Umatilla
Stanfield

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

December 19, 1984
IN REPLY REFER TO
HBR-OR

NOTED
H. S. COULTER

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project F81(2) Hermiston-Stanfield NCL Section
Umatila Stanfield Highway Bridge 474A, 475A, 476A,7367A

We have reviewed the preliminary plans submitted by Mr. Backstrand's letter of September 27 for the following structures:

Maxwell Canal Bridge #474A
"A" Line Canal Bridge #475A
U.S.R.S Feed Canal Bridge #476A
O'Xing of OWR/N (UPRR) Widening #7367A

We find the submittal acceptable. Please proceed with the design.

Sincerely yours,

For
Dale E. Wilken
Division Administrator

cc:
OSHD (Walt Hart, Bridge)

RECEIVED
STATE HWY ENGR
DEC 20 '84
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

Con 21-4
Umatilla
Stanfield
SP

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: November 19, 1984

FROM: Roger D. Trygstad, PE
Railroad & Utility Engineer

SUBJECT: RX 119
Crossing No. 2AH-187.3-A

Attached is a copy of Order No. 84-900 issued by the Public Utility Commissioner on November 15, 1984 relative to the above subject matter.

RDT:jr
Attachment

cc: Richard Arnold, FHWA - w/attachment
E. S. Hunter w/attachment
C. O. Fredrickson w/attachment
R. L. Schroeder w/attachment
J. L. Sollis w/attachment
H. Oswald w/attachment
R. D. Hector - w/2 attachments - Please give copy to Project Manager

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
NOV 20 '84
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

ORDER NO. **84-900**

ENTERED NOVEMBER 15 1984

PUC CROSSING NO. 2AH-187.3-A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

RX 119

In the Matter of the Application of)
OREGON DEPARTMENT OF TRANSPORTATION,)
HIGHWAY DIVISION, for the authority,)
pursuant to ORS 763.030, to alter a)
separated crossing of Umatilla-Stanfield) ORDER
Highway US 395 and Oregon-Washington)
Railroad and Navigation Company, and its)
lessee, Union Pacific Railroad Company,)
Spokane Main Line, in Hermiston,)
Umatilla County, Oregon.)

On August 23, 1983, the State of Oregon, by and through its Department of Transportation, Highway Division, duly filed an application with the Commissioner seeking authority, pursuant to ORS 763.030, to alter an overcrossing of the Umatilla-Stanfield Highway US 395, a highway under its jurisdiction, and the main track and right-of-way of Oregon-Washington Railroad and Navigation Company, and its lessee, Union Pacific Railroad Company, Spokane Main Line, in Hermiston, Umatilla County, Oregon.

The railroad commented on the application by letter dated November 5, 1984.

Copies of the application and responses thereto were duly served upon Oregon-Washington Railroad and Navigation Company and its lessee, Union Pacific Railroad Company, Umatilla County, City of Hermiston, and applicant. No objection by any party has been made to the granting of the application.

Applicant proposes to alter the existing overcrossing, which was authorized by Commissioner's Order No. 26109, in Docket F-2277, entered November 29, 1950. The existing structure is 24 feet in width, 134 feet in length, and lies in a northwest-southeast orientation. The proposed alteration project consists of constructing a 22-foot bridge-type structure on the southerly side of the existing overcrossing structure and a 34-foot bridge-type structure on the northerly

RECEIVED
NOV 19 1984
RR & UTILITY UNIT

side. These two additions will be joined with the existing structure to create a single overcrossing with a total roadway width of 82 feet consisting of a 10-foot shoulder, two 12-foot travel lanes, a 14-foot center median, two 12-foot travel lanes, and a 10-foot shoulder.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS Chapter 763 are in issue, and no hearing will be required.

Based upon the application and the files of the Commissioner, it is found that the overcrossing requested herein is required by the public safety, convenience, and general welfare and that the application should be granted upon the following terms and conditions:

IT IS THEREFORE ORDERED that:

1. Authority to alter the overcrossing structure as requested herein is hereby granted.
2. Applicant shall:
   a. Construct the overcrossing structure as shown in ODOT Drawing No. 39749, dated June 1984, and bear all the cost thereof;
   b. Coordinate all temporary impairments of standard railroad clearances with the Union Pacific Railroad Company at least two weeks in advance of creating any impairment;
   c. Maintain the overcrossing structure, including the beam bearing assemblies, and bear all the cost thereof;
   d. Maintain all highway pertinences to the overcrossing structure, and bear all the cost thereof;
   e. Bear all the cost of damage to the structure caused by motor vehicles; and
   f. Notify the Commissioner upon completion of the project.
3. Union Pacific Railroad Company shall maintain the railroad track, railroad drainage, and all railroad facilities beneath the structure, and bear all the cost thereof.

Upon completion of the alteration of the overcrossing structure, it shall have horizontal and vertical clearances equal to or in excess of the Commissioner's minimum standard clearances and Union Pacific Railroad Company's minimum clearances. While the structure is being constructed, however, it may be necessary to impair the Commissioner's minimum standard clearances. Authority to make such temporary impaired clearances, as may be necessary, is granted subject to the provisions of paragraph 2.b. above.

Made, entered, and effective Nov. 15, 1984.

Gene Maudlin
GENE MAUDLIN
Public Utility Commissioner

rrr/0126I

CON 21-4
Umatilla-
Stanfield
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 23
474A

September 27, 1984

RECEIVED STATE HWY ENGR						
SEP 27'84						
REFER TO						
FOR						
Info	Inves	R/D	D/R	Sign	Act	File

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Walter J. Hart, P.E.
Bridge Engineer

GINAL SIGN
ALD E. BACKS
Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT: Hermiston-Stanfield NCL Section
Umatilla-Stanfield Highway
Umatilla County
BRS 474A, 475A, 476A, 7367A

NOTED
E. S. H[illegible]ER

Enclosed are two reduced prints of Drawings 39836 through 39838, 39749 and 30919 through 30922 which are the preliminary plan and elevation sheets and the vicinity maps for the following structures:

Maxwell Canal Bridge
A Line Canal Bridge
USRS Canal Bridge
Overcrossing of OWR & N (UPRR) Widening

Also enclosed are two copies of the foundation reports.

The alignment, elevation, roadway width and sidewalks are in accordance with the standards governing the project. The length of the canal bridges is that required to span the canals. The length of the overcrossing of the railroad is the same as the bridge that is being widened.

The canal crossings will all be precast prestressed slab structures on spread footings. The railroad bridge will be widened with Type II prestressed beams with a poured-in-place deck.

Form 734-3122

The estimated cost of these structures, based on approximate quantities and including an allowance for engineering and contingencies, is as follows:

Bridge 474A	$175,000
Bridge 475A	$175,000
Bridge 476A	$252,000
Bridge 7367A	$505,000

We request your approval of our preliminary plan.

JMT:jrb

Enclosures

cc: ✓ E. S. Hunter
Gary Potter
Don Adams /w/ 1
R. D. Hector, Region 5 Engineer /w/ 1
Cam Gilmour, Environmental /w/ 1
John Grassman /w/ 1

CCN 21-4
Umatilla-
Stanfield
Sp.

August 23, 1984

Mr. David Astle
Assistant Commissioner
Rail-Air Program
Public Utility Commission
Labor & Industries Building
Salem, OR 97310

PUC Application
Hermiston-Stanfield Jct. Section
Umatilla-Stanfield Highway
Umatilla County

Dear Dave:

Attached is the original and ten copies of the PUC application relating to our desire to widen the overcrossing of the Union Pacific Railroad over the Umatilla-Stanfield Highway.

Cordially,

Roger D. Trygstad, PE
Railroad & Utility Engineer

RDT/nv
Attachment

bc: H. S. Coulter - w/copy
E. S. Hunter - w/copy
Walt Hart - w/copy
R. D. Hector - w/copy
C. O. Fredrickson - w/copy
Wayne Cobine - w/copy
Jack Sollis - w/copy

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
AUG 23 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PUC Docket No. SXF ____

PUC Crossing No. 2AH-187 30-A

DOT-AAR Crossing No. UP 809 055 C

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of Oregon Department of Transportation (name of applicant)

Highway Division

for the authority, pursuant to ORS 763. 30 (020/030/040), to

Alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of Umatilla-Stanfield Highway (name of street or highway)

and Oregon-Washington Railroad and Navigation Co. and its lessee,Union Pacific Railroad Co. (name of railroad company)

Main Line (name of railroad main or branch line or other trackage)

near (in/near) Hinkle (name of city/town/rail station), Umatilla (name of county) County, Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290). Estimate of dollar cost to fund: $____

☒ Federal-Aid Highway System funds.*

Federal Highway Act of 1982

☐ Other Federal Funds.*

____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) ____ Construction of a new public highway/bikeway over an existing railroad at grade. Answer: Sec. I, II, V, as appropriate.

(2) ____ Construction of a new railroad track or tracks over an existing public highway at grade. Answer: Sec. I, II, V, as appropriate.

(3) ____ Construction of a new public highway over or under an existing railroad. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) ____ Construction of a new railroad track or tracks over or under an existing public highway. Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) ____ Alteration/relocation of an existing public highway at an existing grade crossing. Answer: Sec. I, II, V.

(6) ____ Alteration or relocation of existing railroad trackage at an existing grade crossing. Answer: Sec. I, II, V.

(7) ____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) __X__ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) ____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) ____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) ____ Addition of protective devices at an existing crossing.

(12) ____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) ____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) ____ Other (please specify)________________________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation-Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger D. Trygstad, 378-6551

2. Statutory authority under which this application is made: ORS 763. 30
020/030/040

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 187.25

b. City Hermiston

c. Nearest railroad station Hinkle

d. County Umatilla

e. The proposed project is to be in the NE 1/4 of the SE 1/4 of Section 14, Township 4N, Range 28 E, W. M.

4. a. Name of public highway involved in this project:

Umatilla-Stanfield Hwy.

b. Name of public authority with jurisdiction over this highway:

Oregon Department of Transportation-Highway Division

5. Name of railroad involved in this project: OWR & Navigation Co. and its lessee, Union Pacific Railroad Company
Main Line
(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Oregon-Washington Railroad and Navigation Co. and its lessee, Union Pacific Railroad Co.

b. Umatilla County

c. City of Hermiston

d.

e.

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No
(yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________ (yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from ________ (N or E) to ________ (S or W)) of:

At present--	After completion--
Shoulder** of ______ feet	Shoulder of ______ feet
______ lane(s) at ______ ft. ea.	______ lane(s) at ______ ft. ea.
Median of ______ feet	Median of ______ feet
______ lane(s) at ______ ft. ea.	______ lane(s) at ______ ft. ea.
Shoulder of ______ feet	Shoulder of ______ feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

RETAKE

PUC Docket No. SXF ____________

PUC Crossing No. 2AH-187 30-A

DOT-AAR Crossing No. UP 809 055 C

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project.

Formal Title:

In the Matter of the Application of Oregon Department of Transportation (name of applicant)

Highway Division

for the authority, pursuant to ORS 763. 30 (020/030/040), to

Alter (construct/alter/change protection at/relocate/close) a separated (grade/separated) crossing

of Umatilla-Stanfield Highway (name of street or highway)

and Oregon-Washington Railroad and Navigation Co. and its lessee, Union Pacific Railroad Co. (name of railroad company)

Main Line (name of railroad main or branch line or other trackage)

near (in/near) Hinkle (name of city/town/rail station), Umatilla (name of county) County, Oregon.

Check one of the following:

Allocation of funds from one of the following sources is requested or expected --

☐ State grade crossing protection account (ORS 763.270, .280, .290).
Estimate of dollar cost to fund: $____________

☒ Federal-Aid Highway System funds.*
Federal Highway Act of 1982

☐ Other Federal Funds.*
____

☐ None of above.

*If Federal funding assistance is expected, please give appropriate federal statutory provision.

PUC Form 202 (30) 1-80

Title Page

IMPORTANT: PLEASE READ NOTE AT BOTTOM OF PRECEDING PAGE BEFORE COMPLETING THIS FORM.

NOTE TO APPLICANT: If assistance in completing this form is desired, please call 378-6659. On a question involving railroad data, the railroad involved can usually provide assistance as well:

Burlington Northern, Engineering Dept.	241-6312	(Portland)
Southern Pacific, Division Engineer	228-8181	(Portland)
Union Pacific, Public Projects Engineer	249-2591	(Portland)
or--	(208)-232-4450	(Pocatello, Idaho)

(Pocatello should be called for Union Pacific lines east of Huntington, including the line to Burns.)

SECTION I. (To be filled out completely by all applicants.)

1. Name of Applicant: Oregon Department of Transportation-Highway Division

Address: Transportation Building, Salem, OR 97310

Name of Applicant's Contact Person and Telephone No. Roger D. Trygstad, 378-6551

2. Statutory authority under which this application is made: ORS 763. 30 (020/030/040)

Note: If a new grade crossing is proposed — ORS 763.020; if an existing grade or separated crossing is to be altered — 763.030; if a new separated crossing is proposed — ORS 763.040.

3. Location of the proposed project:

a. Railroad milepost 187.25

b. City Hermiston

c. Nearest railroad station Hinkle

d. County Umatilla

e. The proposed project is to be in the NE 1/4 of the SE 1/4 of Section 14, Township 4N, Range 28 E, W. M.

4. a. Name of public highway involved in this project:

Umatilla-Stanfield Hwy.

b. Name of public authority with jurisdiction over this highway:

Oregon Department of Transportation-Highway Division

5. Name of railroad involved in this project: OWR & Navigation Co. and its lessee, Union Pacific Railroad Company

Main Line

(include name of branch, main line or other track)

6. List the proper parties in interest in this matter and their address:

a. Oregon-Washington Railroad and Navigation Co. and its lessee, Union Pacific Railroad Co.

b. Umatilla County

c. City of Hermiston

d.

e.

f. Oregon Department of Transportation, Highway Division

Have you served each of these parties with a copy of this application? No (yes/no)

If yes, please provide certificate of such service. (We would prefer to serve the application ourselves.)

BEFORE THE PUBLIC UTILITY COMMISSIONER
OF OREGON

APPLICATION FOR AUTHORITY in connection with a proposed railroad-highway crossing project

---

Check one of the following and answer all of Section 1, plus all other parts of the application indicated beside that item.

(1) _____ Construction of a new public highway/bikeway over an existing railroad at grade.
Answer: Sec. I, II, V, as appropriate.

(2) _____ Construction of a new railroad track or tracks over an existing public highway at grade.
Answer: Sec. I, II, V, as appropriate.

(3) _____ Construction of a new public highway over or under an existing railroad.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(4) _____ Construction of a new railroad track or tracks over or under an existing public highway.
Answer: Sec. I, III, V and #12 (a)(1), and 11 (b)(1).

(5) _____ Alteration/relocation of an existing public highway at an existing grade crossing.
Answer: Sec. I, II, V.

(6) _____ Alteration or relocation of existing railroad trackage at an existing grade crossing.
Answer: Sec. I, II, V.

(7) _____ Separation of an existing grade crossing. Answer: Sec. I, III, V and #12 (a)(1) and (b)(1).

(8) __X__ Alteration of an existing separated crossing. Answer: Sec. I, III and V.

(9) _____ Removal of a track or tracks from an existing grade crossing. (If this is all that is involved, no application is required. Please notify us in writing.)

(10) _____ Addition of a track or tracks at an existing grade crossing. (See (6) above and answer as indicated.)

(11) _____ Addition of protective devices at an existing crossing.

(12) _____ Addition or removal of stop sign protection at an existing crossing. (Simplified form 204 (31) 10-77 may be used if this is all that is involved. Otherwise, answer as indicated under (5) above.)

(13) _____ Closure of an existing grade crossing. Answer: Sec. I, IV and the applicable portions of #'s 11, 12 and 13.

(14) _____ Other (please specify)_______________________________

Note: TO SAVE PAPER WHEN COMPLETING THIS FORM, IF IT IS FOUND THAT NO RESPONSES ARE REQUIRED ON ANY PARTICULAR PAGE(S), PLEASE OMIT SUCH PAGE(S) FROM YOUR APPLICATION. ALL SUCH OMISSIONS MUST BE SPECIFIED ON THE SIGNATURE PAGE.

SECTION II. Grade Crossings (If a separated crossing is involved in this application, answer 11a(2), 11b(1), 12a(1) and 12b(1), then go on to Section III.)

10. Is it possible or practical to construct a separated crossing at this location? ____________ (yes/no)

If no, why not? ____

____

11. Physical description of the crossing:

a. The Highway

(1) Alignment --Describe the highway alignment for 500 feet on each approach, both before and after the project:

____

____

____

____

(2) *Width--The highway is ________ feet wide at the crossing at present; after completion of the project, it will be ________ feet wide at the crossing; consisting (from ________ (N or E) to ________ (S or W)) of:

At present--			After completion--		
Shoulder** of	______	feet	Shoulder of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Median of	______	feet	Median of	______	feet
______ lane(s) at	______	ft. ea.	______ lane(s) at	______	ft. ea.
Shoulder of	______	feet	Shoulder of	______	feet

---

* Measurement of highway width should be along a line perpendicular to the centerline of the highway, 15 feet from the centerline of track.

** If highway is curbed to crossing, "shoulder" is assumed to mean "parking area."

7. Describe the project in detail (including any street widening, curbing, guardrail, realignment, etc.):
The project consists of widening an existing structure over the Railroad

8. a. Is the project contemplated required by the public safety, necessity, convenience and general welfare? Yes (yes/no)

b. If yes, why? To provide for a safer highway because of the volume of traffic on existing highway.

9. Is the crossing involved (to be) a separated crossing? Yes (yes/no)

Oregon Micro-Imaging, Inc.
1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

RETAKE

SECTION III. Separated Crossings

21. At the crossing, the highway will be above (above/below) the railroad tracks.

If the highway is to be below the railroad, will the abutments be protected by impact attenuators? ______ (yes/no)

If no, please give reasons why attenuators are not necessary:

22. Who will construct the structure?

Oregon Department of Transportation-Highway Division

23. Who will pay for such construction?

Name of Party	Percent of Cost
Oregon Department of Transportation-Highway Division	

24. Who will maintain the structure?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon Department of Transportation-Highway Division

b. All highway appurtenances: "

c. Above the bottom of the beams plus the beam-bearing assemblies:

Oregon Department of Transportation-Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

OWR & Navigation Co. and its lessee, Union Pacific Railroad Co.

25. Who will pay for said maintenance?

a. Up to the bottom of the beams except for the beam-bearing assemblies:

Oregon Department of Transportation-Highway Division

b. All highway appurtenances: "

c. Above the bottom of the beams plus the beam-bearing assemblies:

Oregon Department of Transportation-Highway Division

d. Railroad tracks, railroad drainage and all railroad facilities:

OWR & Navigation Co. and its lessee, Union Pacific Railroad Co.

26. Who will pay for damage to the structure caused by motor vehicle traffic on the highway?

Oregon Department of Transportation-Highway Division

27. Is a temporary impairment standard clearance on the railroad necessary during the construction period? No (yes/no)

If so, describe (and attach complete drawing): ____________________

28. Is a temporary crossing at grade necessary during the construction period? No (yes/no)

If so, answer questions in Section II and attach a complete drawing. The exact railroad milepost location of the temporary grade crossing is: ____________.

How long is it contemplated that this temporary crossing will be necessary? (Furnish specific dates if possible.)

____

SECTION V. — (To be completed by all.)

41. Upon completion of this project, will it be possible to close any existing grade crossing(s) in the area? No (yes/no)

If yes, list and explain:

If no, explain why not: Project will widen existing structure, not construct new crossing.

42. Other items of construction and cost distribution:

* * *

43. Are the maps and drawings required by the Commissioner's Rules and Regulations attached to this application? Yes (yes/no)

PLEASE FURNISH SUFFICIENT COPIES OF THE APPLICATION AND DRAWINGS TO ENABLE US TO SERVE ALL PARTIES IN INTEREST (INCLUDING STATE HIGHWAY DIVISION, COUNTY, AND REGIONAL COUNCIL OF GOVERNMENTS) PLUS AN ORIGINAL AND TWO COPIES FOR OUR USE.

The following enumerated page(s) have been omitted from this application because no response to the questions and/or information requested is required in this matter: 4,5,6,7,8,9,10,11,12,15&16

Applicant prays for an order permitting construction in accordance with this application, or for such other and further order as may be proper in the premises.

Dated at SALEM, Oregon this 17th day of August, 1984.

(Applicant)

(Attorney)

I, Roger TRYGSTAD, being [illegible] duly sworn, say I am the applicant in the within entitled cause, and that the foregoing application is true, as I verily believe.

STATE OF OREGON)

) ss.

County of)

Subscribed and sworn to before me this 12th day of August, 1984.

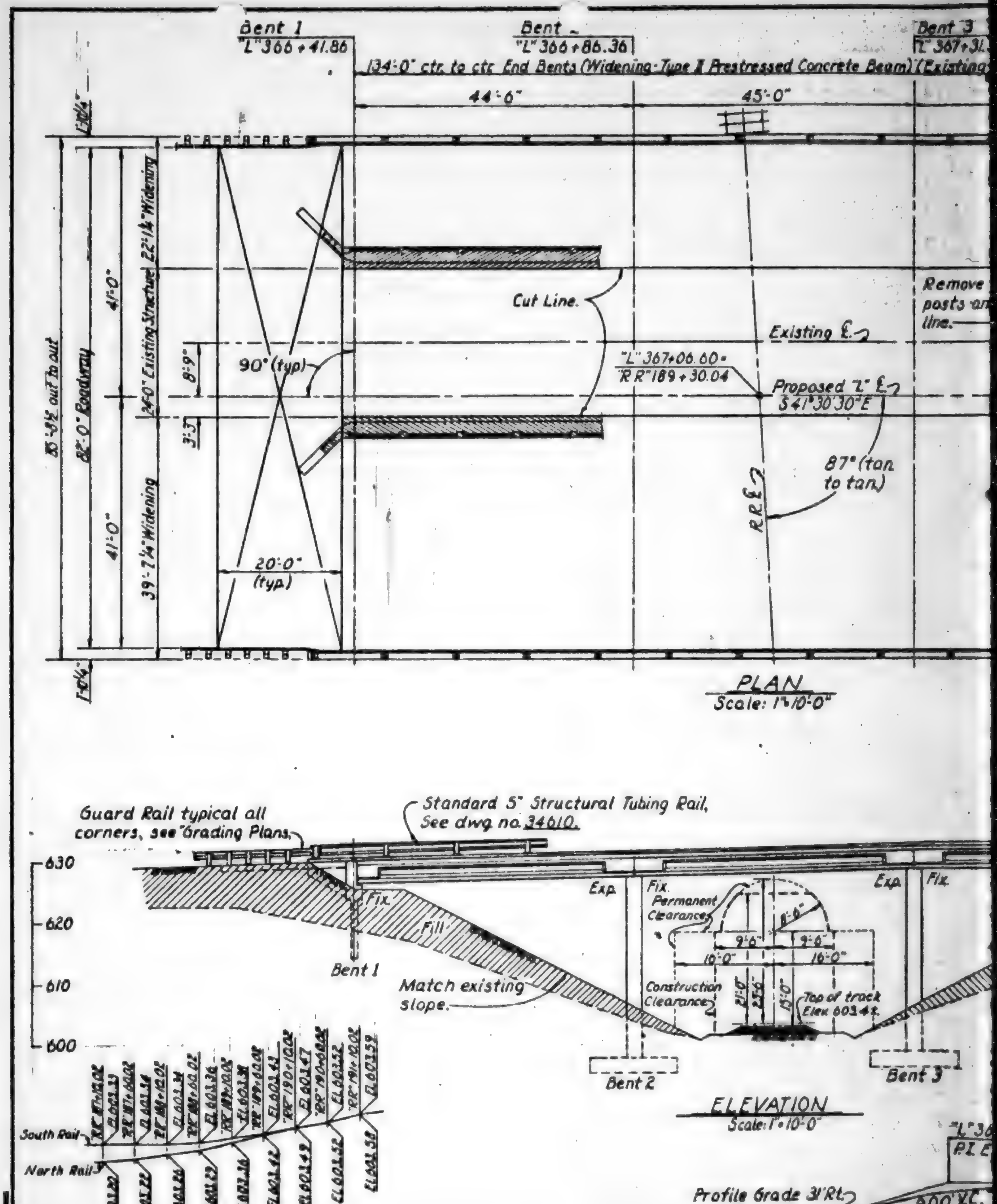
(Notary Public for Oregon)

NOTARY PUBLIC

My Commission Expires: 12-15-84

PUC Form 202 (30) 1-80

Signature Page

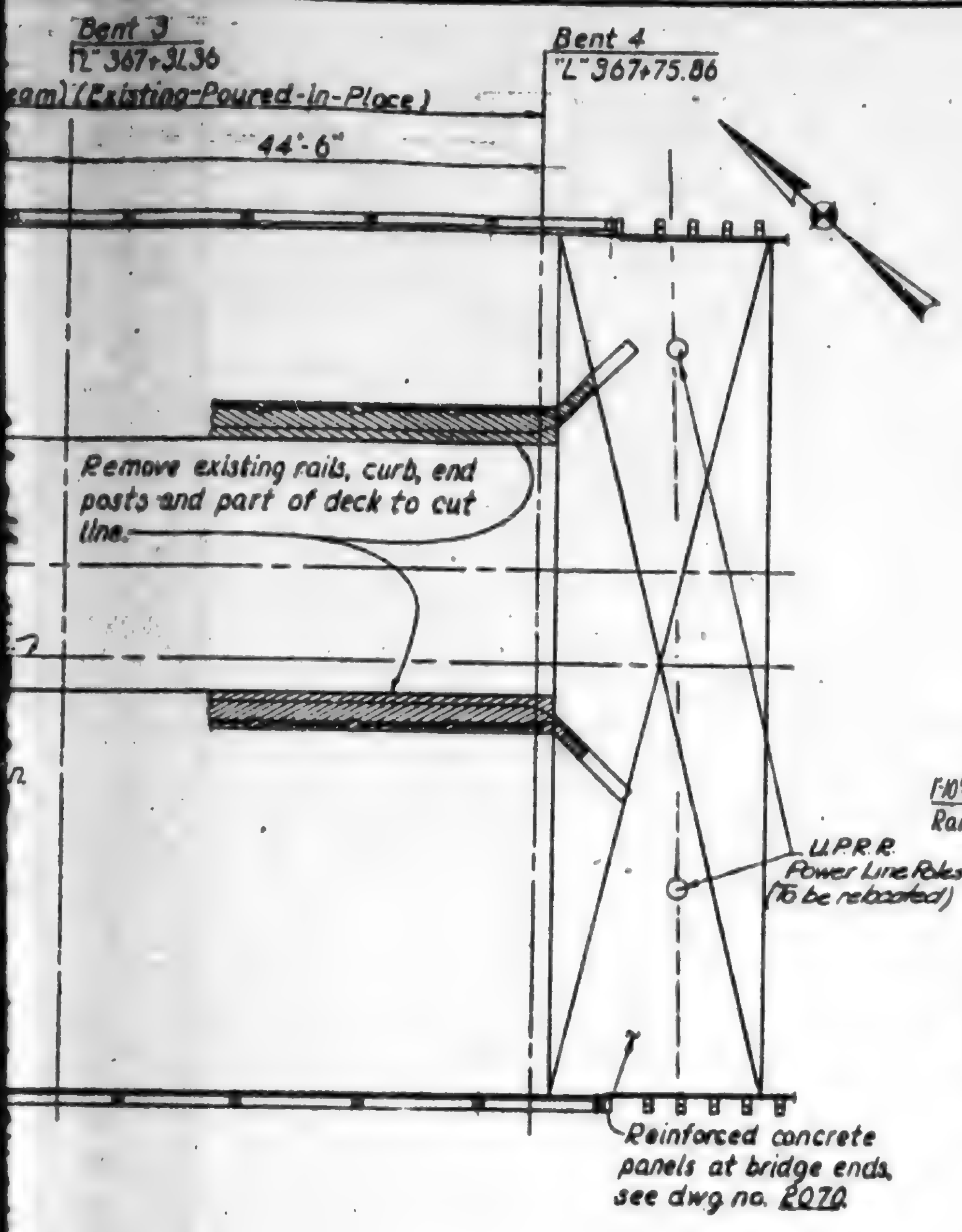

Bent 1
"L" 366+41.86
Bent 2
"L" 366+86.36
Bent 3
"L" 367+31.
134'-0" ctr. to ctr. End Bents (Widening-Type II Prestressed Concrete Beam) (Existing
44'-6"
45'-0"
1'-0¼"
85'-8½" out to out
82'-0" Roadway
41'-0"
41'-0"
22'-1¼" Widening
24'-0" Existing Structure
39'-7¼" Widening
8'-9"
3'-3"
90° (typ)
Cut Line.
20'-0" (typ)
"L" 367+06.60 = "RR" 189+30.04
Existing ℄
Proposed "L" ℄ S 41°30'30" E
87° (tan to tan)
RR ℄
Remove posts an line.
Guard Rail typical all corners, see "Grading Plans."
Standard 5" Structural Tubing Rail, See dwg no. 34610.
630
620
610
600
Fix.
Exp.
Fix.
Exp.
Fix.
Fill
Bent 1
Match existing slope.
Permanent Clearance
8'-0"
9'-0"
9'-0"
10'-0"
10'-0"
Construction Clearance
21'-0"
23'-6"
15'-0"
Top of track Elev. 603.42
Bent 2
Bent 3
South Rail
North Rail
"RR" 190+10.02
El. 603.47
El. 603.52
"RR" 191+10.02
El. 603.59
El. 603.42
El. 603.49
El. 603.52
El. 603.58
"L" 36
P.I. E
Profile Grade 31' Rt.
0.868%
900' V.C.

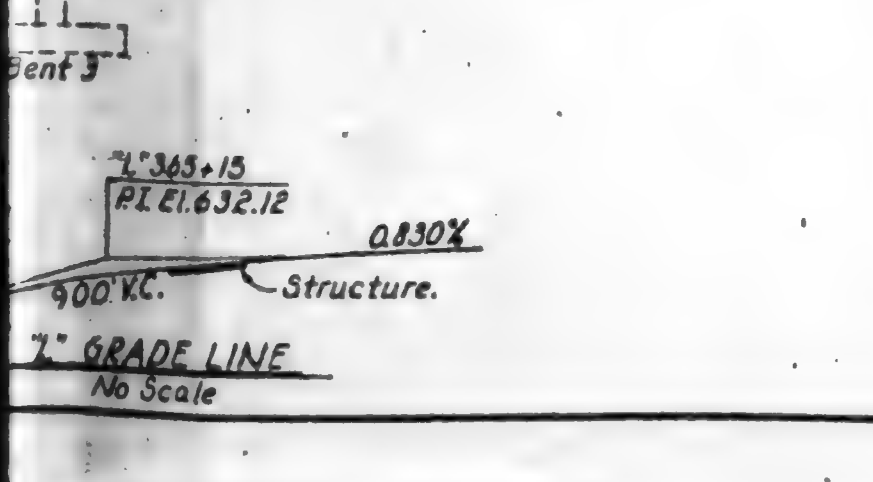
PLAN
Scale: 1"=10'-0"

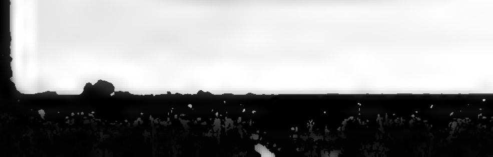
ELEVATION
Scale: 1"=10'-0"

RAILROAD PROFILE
No Scale

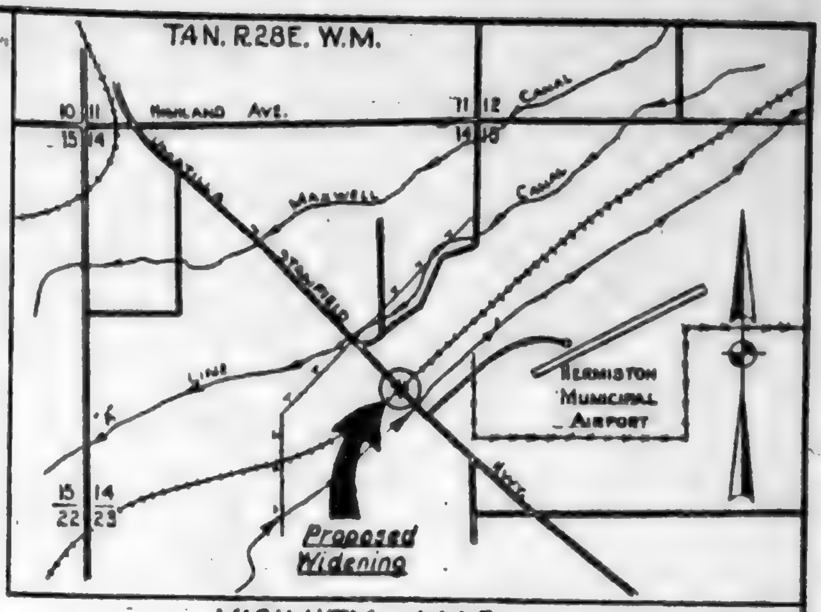
"L" GRAD
No Sc


Bent 3
"L" 367+31.36
eam) (Existing-Poured-In-Place)
Bent 4
"L" 367+75.86
44'-6"
Remove existing rails, curb, end posts and part of deck to cut line.
U.P.R.R. Power Line Poles (To be relocated)
Reinforced concrete panels at bridge ends, see dwg. no. 2070

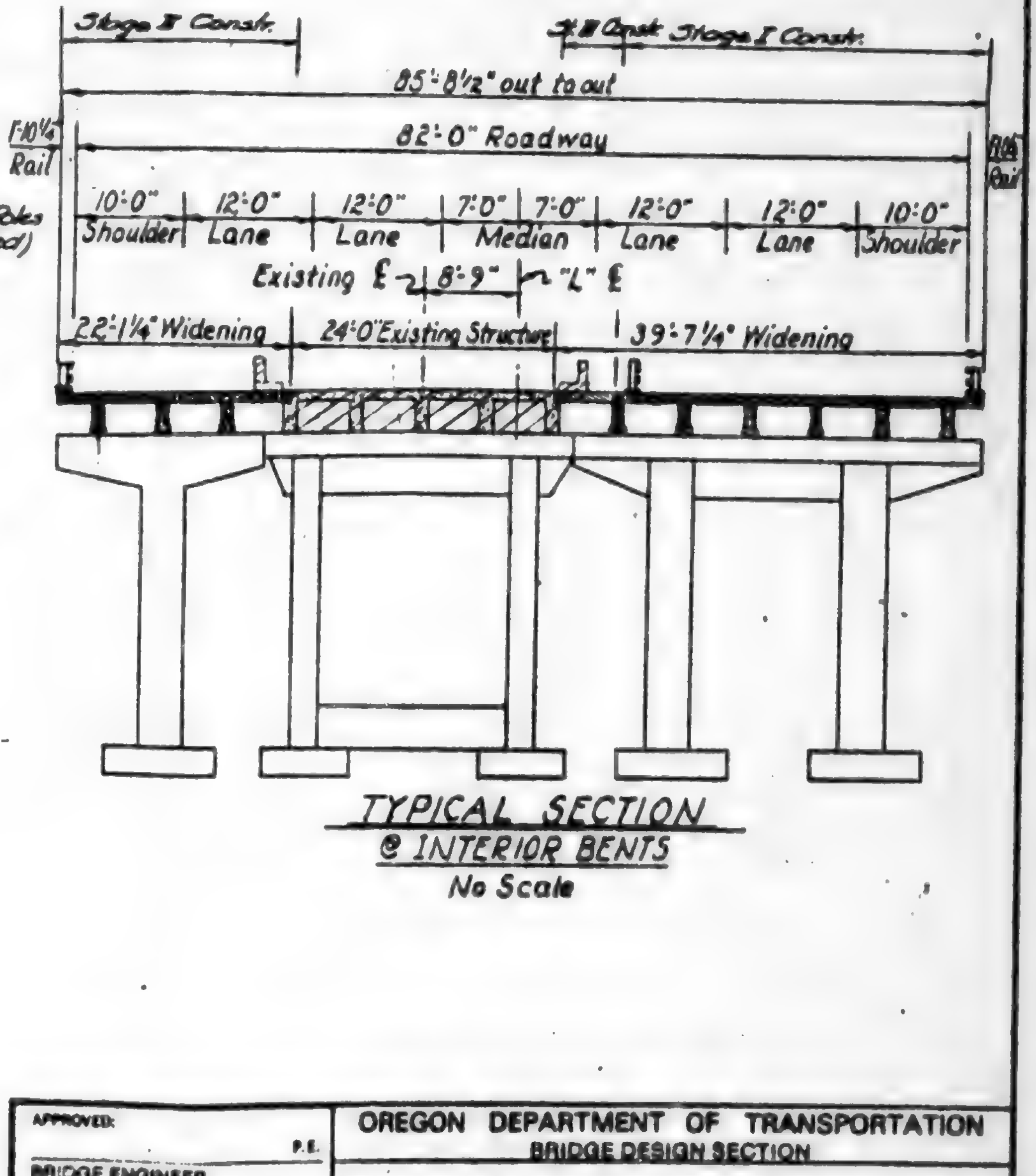

Fix.
Exp.
Fill
Approx. ground line 25' right.
Bent 4
Bent 3


"L" 365+15
P.I. El. 632.12
0.830%
900' V.C.
Structure.

"L" GRADE LINE
No Scale


T4N. R28E. W.M.
10 11
15 14
11 12
14 13
Highland Ave.
Canal
Maxwell
Canal
Line
Hermiston Municipal Airport
15 14
22 23
Proposed Widening

VICINITY MAP
No Scale

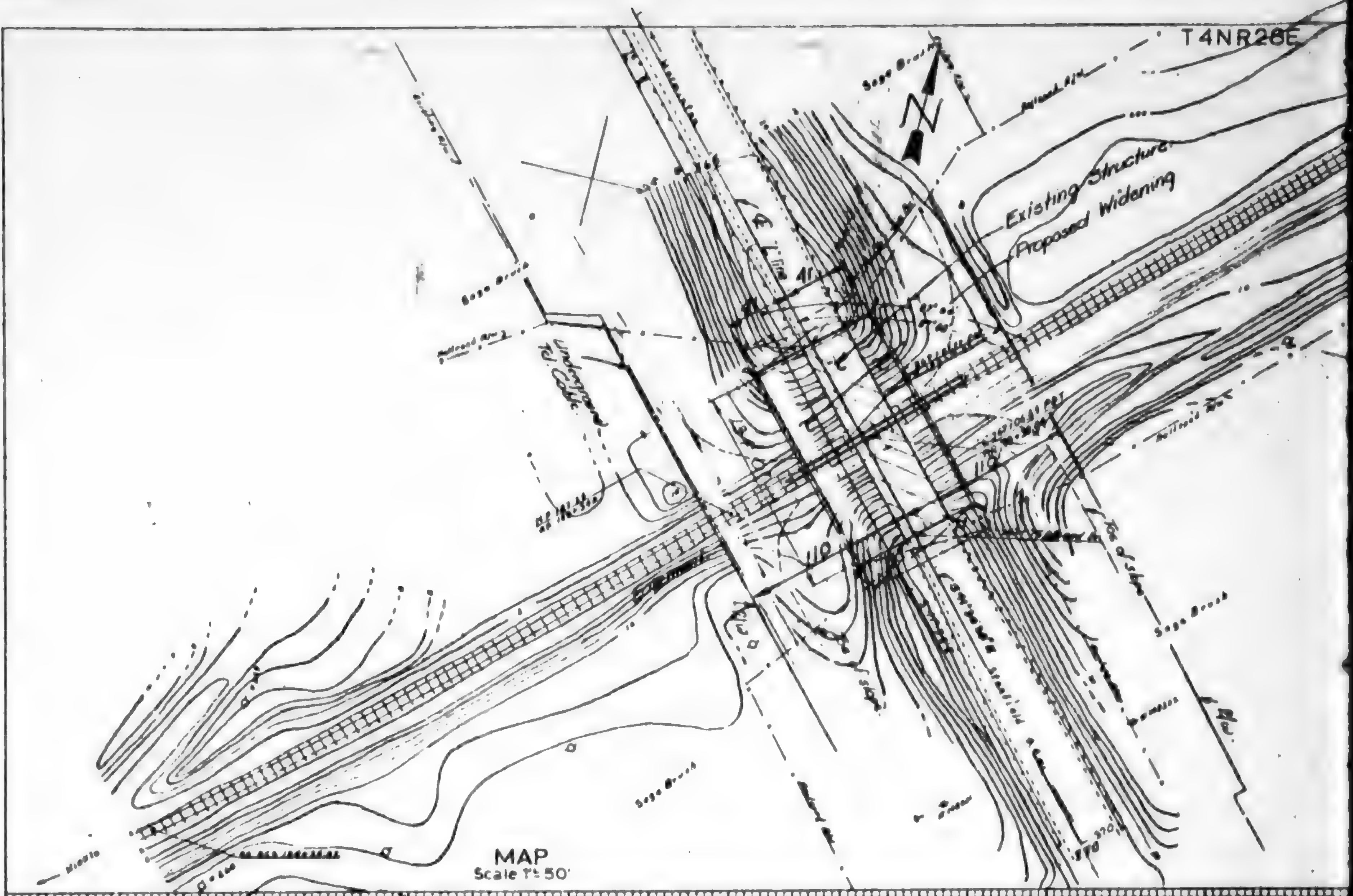

Stage II Constr.
St. II Const. Stage I Constr.
85'-8½" out to out
1'-10¼" Rail
82'-0" Roadway
Rail
10'-0" Shoulder
12'-0" Lane
12'-0" Lane
7'-0" 7'-0" Median
12'-0" Lane
12'-0" Lane
10'-0" Shoulder
Existing ℄ 8'-9" "L" ℄
22'-1¼" Widening
24'-0" Existing Structure
39'-7¼" Widening

TYPICAL SECTION
@ INTERIOR BENTS
No Scale

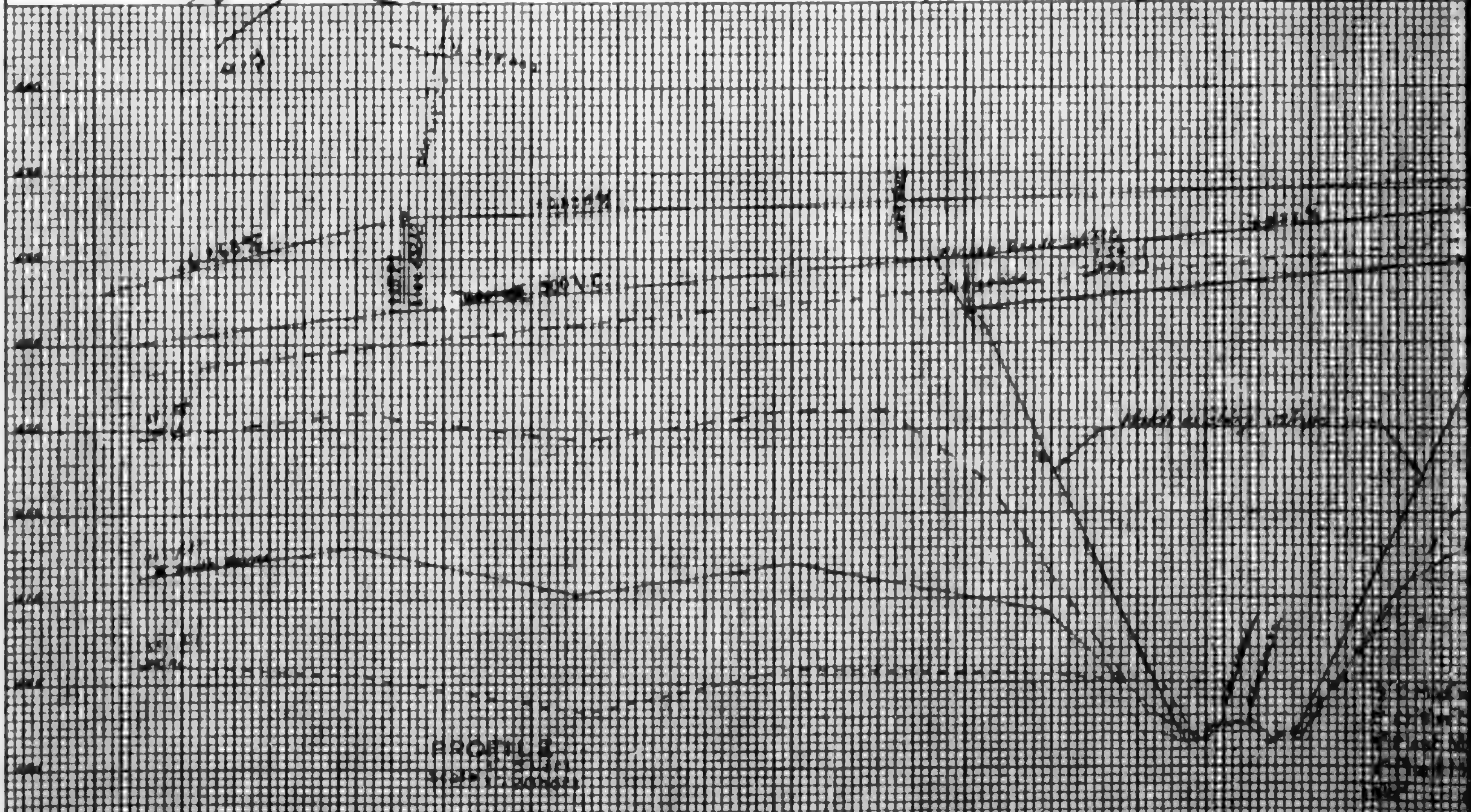
APPROVED: .... P.E.	OREGON DEPARTMENT OF TRANSPORTATION BRIDGE DESIGN SECTION
BRIDGE ENGINEER .... P.E.	O'XING OF O.W.R. & N. (U.P.R.R.) WIDENING
ASST. STATE HIGHWAY ENGINEER	HERMISTON - STANFIELD JCT. SEC.
DESIGNED L. Hogenstad DRAWN I. Hernandez CHECKED REVIEWED REVIEWED CALC. BOOK	UMATILLA-STANFIELD HIGHWAY UMATILLA COUNTY PRELIMINARY PLAN AND ELEVATION
DATE / REVISION	ACCOMPANIED BY DWGS.
	DATE June 1984 SHEET 1 OF 1 BRIDGE NO. 7367A DRAWING NO. 39749

FINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

ORIGINAL SURVEY
NOTE BOOK
NO.
SURVEYED
PLOTTED
TEMPLATE
AREAS
AREAS CHECKED
BY
DATE

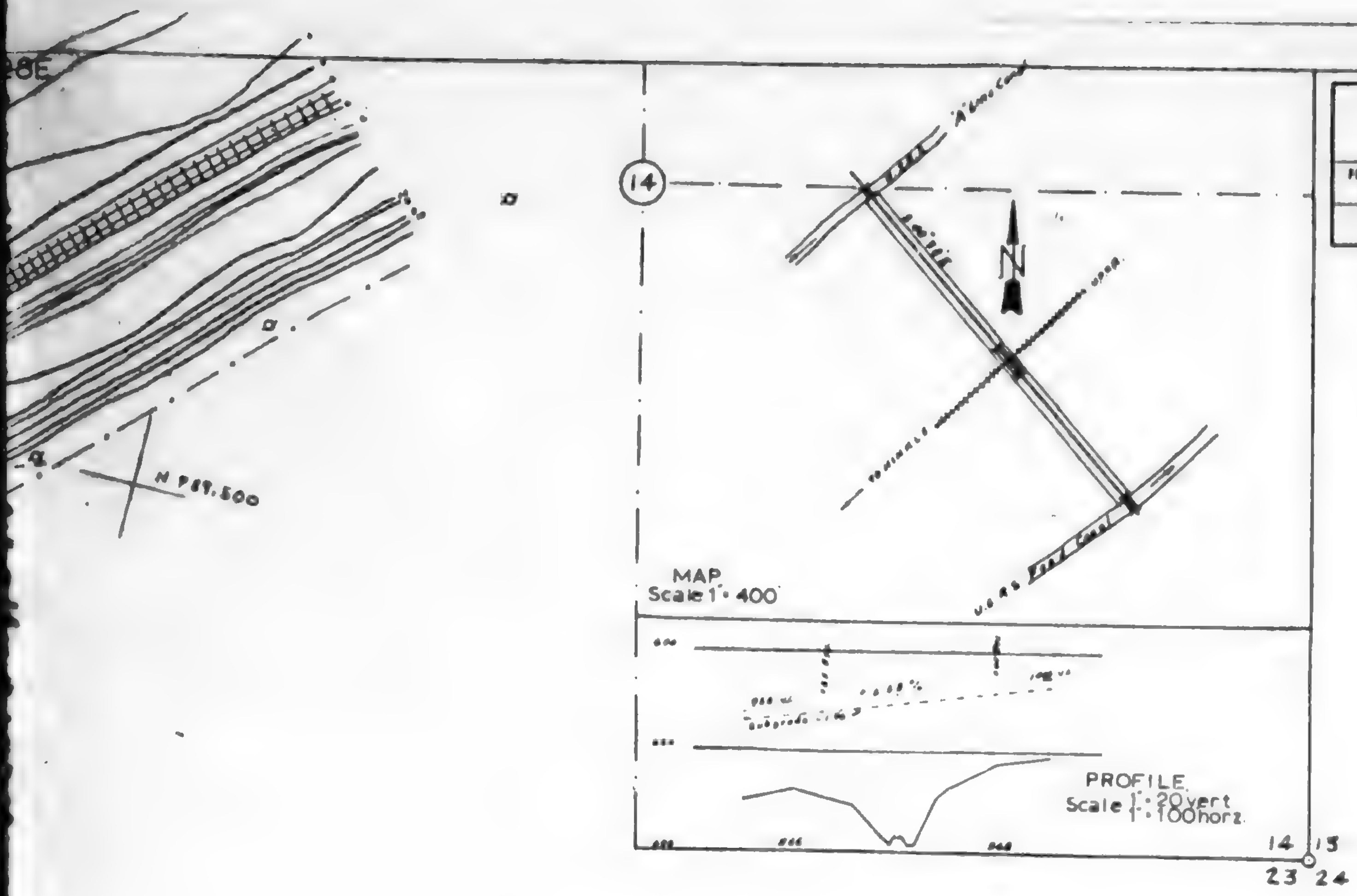

T4NR28E
Existing Structure
Proposed Widening
Sage Brush
Railroad R/W
Underground Tel. Cable
Toe of slope
R/W

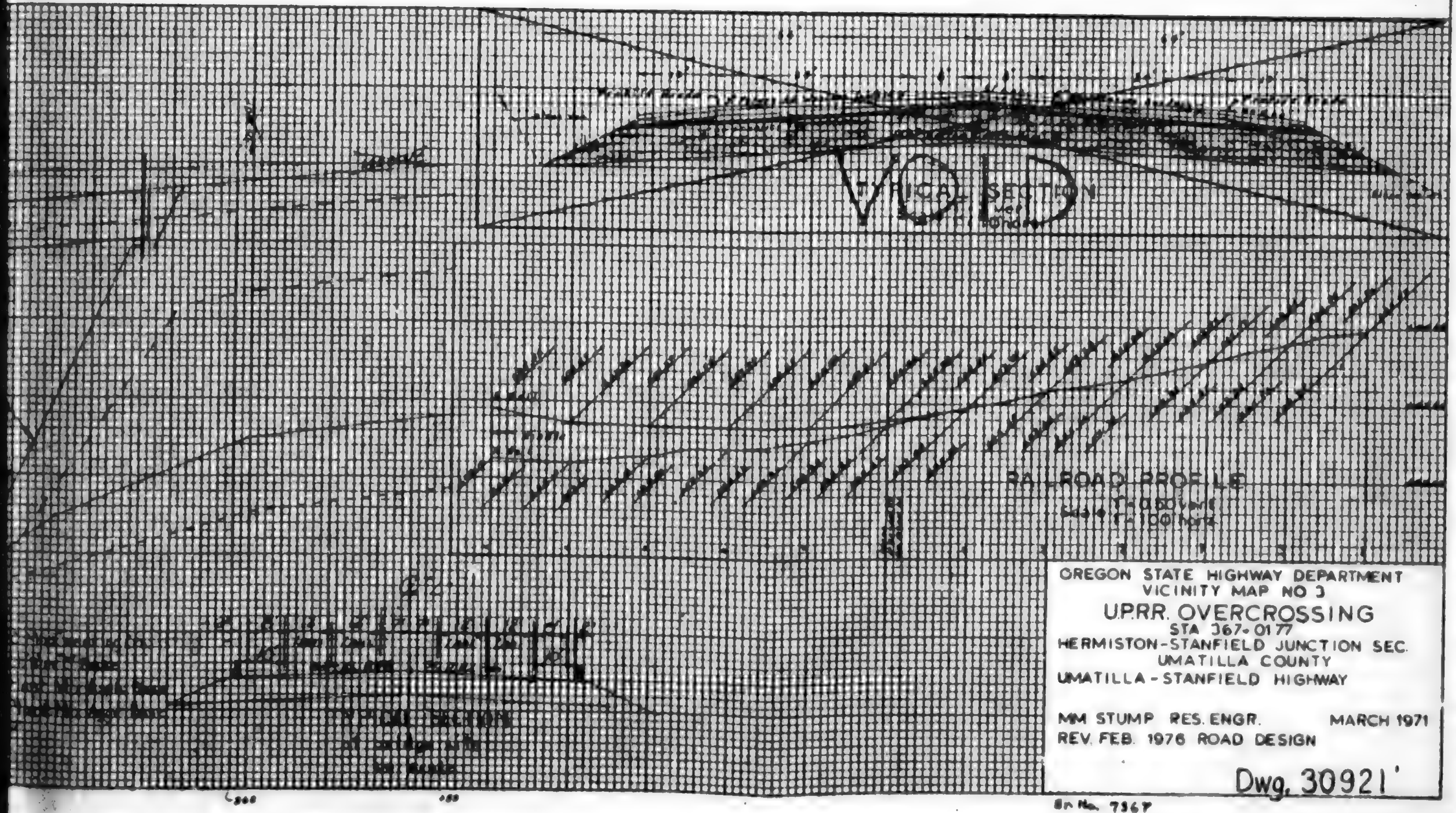
MAP
Scale 1"=50'



PROFILE

				SHEET No.
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index


14
N
MAP
Scale 1"= 400'
PROFILE
Scale 1"= 20 vert 1"= 100 horz.
14 15
23 24


TYPICAL SECTION
VOID
RAILROAD PROFILE
TYPICAL SECTION

OREGON STATE HIGHWAY DEPARTMENT
VICINITY MAP NO 3

U.P.R.R. OVERCROSSING

STA 367-0177
HERMISTON-STANFIELD JUNCTION SEC.
UMATILLA COUNTY
UMATILLA-STANFIELD HIGHWAY

MM STUMP RES. ENGR. MARCH 1971
REV. FEB. 1976 ROAD DESIGN

Dwg. 30921

Sn No. 7367

10,010

10,010

April 4, 1984

Value Engineering Study - Hermiston-Stanfield NCL Sec., Umatilla-Stanfield Hwy., Umatilla County.

SEE: RES 5 - Value Engineering

Hermiston
Con 21-4
Umatilla
Stanfield

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - LOCATION UNIT

LOC 17

TO: REGION 5 and
SURVEY PROSPECTUS RECIPIENTS

DATE: April 4, 1984

FROM: Norman S. Davis Norman Davis
Costs and Records Specialist

SUBJECT: Umatilla/Stanfield Hwy-SE 8th St (Hermiston)
Umatilla County

Attached is the current revised project prospectus and agreements for the subject project.

Disregard the previous project prospectus and use this current revised issue April 4, 1984.

Please call me at 378-8390 if you have any questions.

NSD:ge

1 Versteeg ✓
Anderson
cy Adams
cy Macnab
2 Edwards E
Terpin
3 Trout
cy Wakerlig

RECEIVED
APR 10 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

81-125-1387

PROJECT PROSPECTUS 4-4-84

PART 4 — SURVEY AUTHORITY

Umatilla Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 2063

SECTION ~~Umatilla/Stanfield Hwy~~
~~Hwy. 395~~ - S.E. 8th Street(Hermiston)Section

REGION 5

SURVEY AUTHORITY FAU 7100

AUTHORIZATION NO. 1

PREFIX 330-1992

DATE 1-12-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 100
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		25,500	918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		1,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		1,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
9 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES					

TOTALS	$ 30,700	$ 30,700
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER FAU 7100

LOCATION ENGINEER'S REMARKS

City to do all PE, State to monitor.

Current Revised Project Prospectus Parts 1 & 2, 4-4-84

Approved by Hwy Engr 12-1-83

City [illegible] to do PSEE Let Contract and do Construction Eng'ring

RED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/11/84
RECOMMENDED, REGION ENGINEER X	DATE 11-7-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 1/5/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-22-83	

LOC

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02063

REGION 5

S .Umatilla/Stanfield Hwy.-S.E. 8th St. (Hermiston)

STATE HIGHWAY # ~~0730~~	HIGHWAY NAME City Street		MILE POST FROM TO	LENGTH
☒ URBAN ☐ RURAL	CITY Hermiston	COUNTY Umatilla	ROAD/STREET NAME East Highland Avenue	
ROUTE #	FEDERAL AID # FAU 7100	APPLICANT (IF OTHER THAN STATE) City of Hermiston		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 28	GRADING (✓)	X	FILES (#)	
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	
ROADWAY	$ 110		STRUCTURES (✓)		RELOCATIONS (#)	
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	A
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	A
TEMPORARY PROTECTION	$		>		RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 74		DESIGN CATEGORY (1-7)	4	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 184	WORK TYPE (1-12)	2	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 212				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/84	RECOMMENDED FUNDING SOURCE FAUS	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	Y	
AVERAGE DAILY TRAFFIC	1000 Est.	
YEAR OF AVERAGE DAILY TRAFFIC		

DEFINE THE PROBLEM

Existing roadway is narrow with variable shoulder width. The street is too narrow for the traffic volume and pedestrian bicycle.

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
NOV 2 1983
MAN. ASST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

PROPOSED SOLUTION

Widen grade base and pave, construct curb and gutters and 5' ~~bike path.~~ Sidewalk

REQUESTED: REGION ENGINEER
X

DATE 10/31/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS
X

DATE

A sidewalk bikepath is unacceptable. If an on street lane cannot be provided do not designate any bikeway facility.

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION
X

DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Hwy. 395 - S. E. 8th Street Section

REGION
5

PROJECT JUSTIFICATION

This project has been identified as the city's number one Federal Aid Urban priority. Increasing traffic volumes of vehicles, bicycles and pedestrians over the years, coupled with the present narrow roadway, creates a very hazardous situation.

The project is consistent with the Division's goal of preserving and maintaining existing road/street systems.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 2063

SECTION: Hwy. 395 - S.E. 8th St. (Hermiston) Section

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	A	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	A	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	A	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	A	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	A	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	1	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

COMPANIES

Hermiston Irrigation District
Umatilla Electric Co-op.
Pacific Power & Light
Cascade Natural Gas
Pacific N.W. Bell
Pendleton Community TV

DESIGN SPEED: 35

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

EXISTING

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
				2 ±			10	×	10			2 ±				
	5'	A	10				12		12				10	A	5'	

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

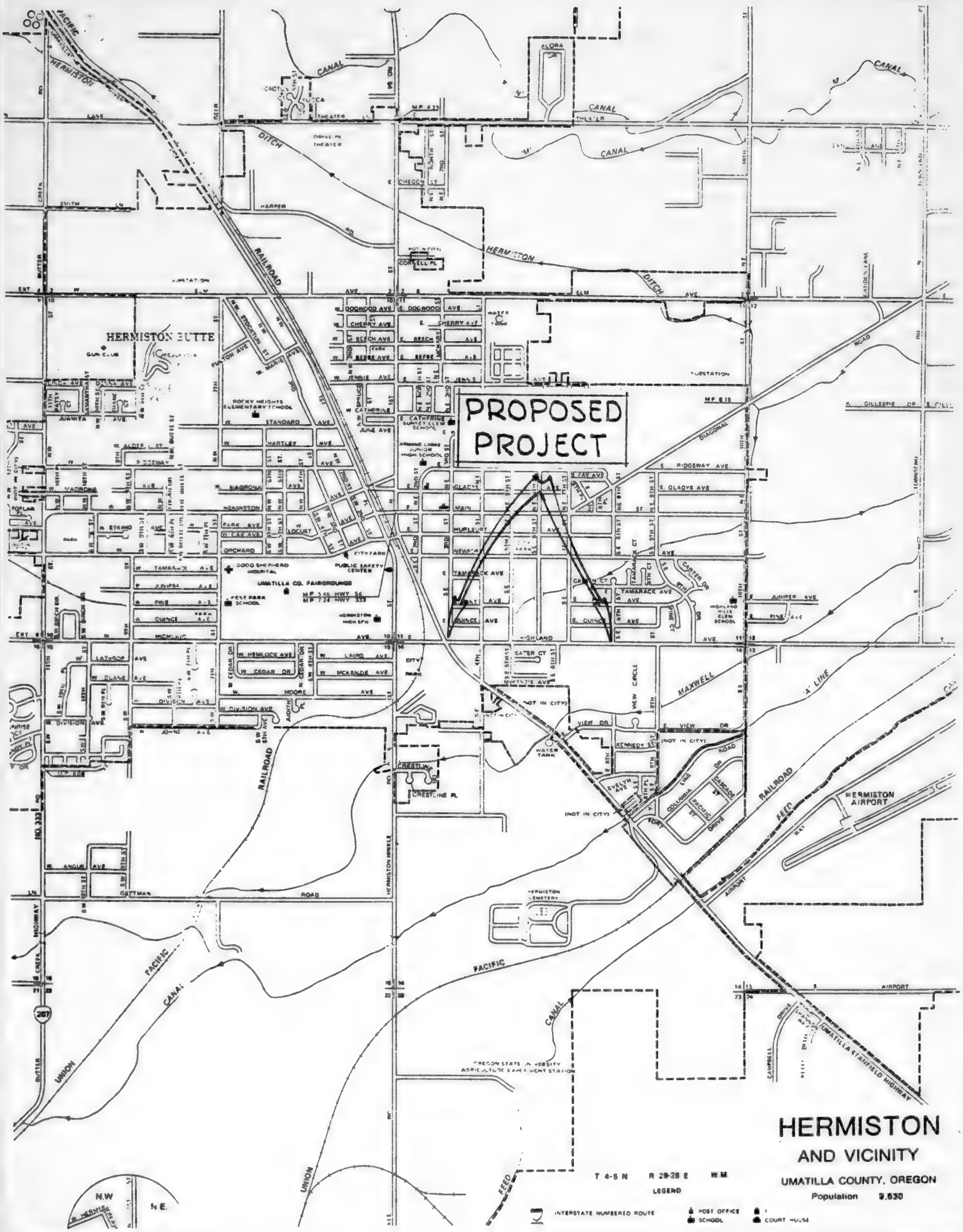
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)


PROPOSED PROJECT
HERMISTON BUTTE
HERMISTON AIRPORT
UMATILLA CO. FAIRGROUNDS
GOOD SHEPHERD HOSPITAL
PUBLIC SAFETY CENTER
CITY PARK
HERMISTON HIGH SCH
ROCKY HEIGHTS ELEMENTARY SCHOOL
WEST PARK SCHOOL
ARMAND LARIVE JUNIOR HIGH SCHOOL
HIGHLAND HILLS ELEM SCHOOL
HERMISTON CEMETERY
WATER TANK
OREGON STATE UNIVERSITY AGRICULTURE EXPERIMENT STATION
ELM AVE.
HIGHLAND AVE.
MAIN ST
DIAGONAL
RIDGEWAY AVE.
MAXWELL
'A' LINE
HERMISTON DITCH
CANAL
FEED CANAL
UNION PACIFIC RAILROAD
UMATILLA STANFIELD HIGHWAY
GETTMAN ROAD
AIRPORT
HERMISTON
AND VICINITY
UMATILLA COUNTY, OREGON
Population 9,630
T 4-5 N R 28-29 E W.M.
LEGEND
INTERSTATE NUMBERED ROUTE
POST OFFICE
SCHOOL
COURT HOUSE
N.W.
N.E.

CON 21-4
Umatilla-Stanfield
SP.

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-81(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-7-83

4. PROGRAM NO.

5. ITEM NO. 90010

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

PROGRAM SECTION
MANAGER ______ PROJECT UNIT 5
DEC 13 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO files
FOR ______

7. DATE AUTHORIZATION EFFECTIVE 12/7/83

8. FEDERAL ROUTE NUMBER Primary 81

9. STATE ROUTE NUMBER Primary 54

10. GENERAL LOCATION:
Hermiston - Stanfield Interchange

11. GENERAL DESCRIPTION OF WORK
PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's 1/14/82 letter you are authorized to proceed with PS&E preparation for the subject project at a TEC of $17,000 Federal Funds $14,580. Record of Decision issued 11/30/83.

(Note: Above authorization does not require any additional obligation of funds)

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
DEC 12 '83
REFER TO
FOR
Info | Inves | R/D | R/R | Sign | Act | File

14. DATE 12/7/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,610

I-84 Gen'l

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO.:

REGION 5 OFFICE

P. O. Box 850 La Grande, Oregon 97850 Telephone 963-3177

March 16, 1983

1 Versteeg ✓
Anderson
2 Adams
Macnab
Stoudenmeyer
Terpin
3 Trout
Wakerlig

RECEIVED
MAR 18 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up
Action

Mr. Bill Hansell
Umatilla County Commissioner
Umatilla County Board of Commissioners
P. O. Box 1427
Pendleton, Oregon 97801

Dear Mr. Hansell:

This is in response to your letter concerning access from US 395 to a proposed new Umatilla County Fairgrounds site south of Hermiston.

I am not exactly sure where the proposed site is; perhaps you can send me a map. The existing plans for the improvement of the Hermiston-Stanfield Section of US 395 calls for a four lane, with a left turn center lane, from the north to Campbell Drive. From that point, the roadway tapers to a two lane section. A left turn hideout will be built to allow vehicles from the south to turn left onto Campbell Drive.

It appears that adequate access will be provided.

Sincerely,

Original Signed By Robert [illegible]

R. D. Hector
Region Engineer

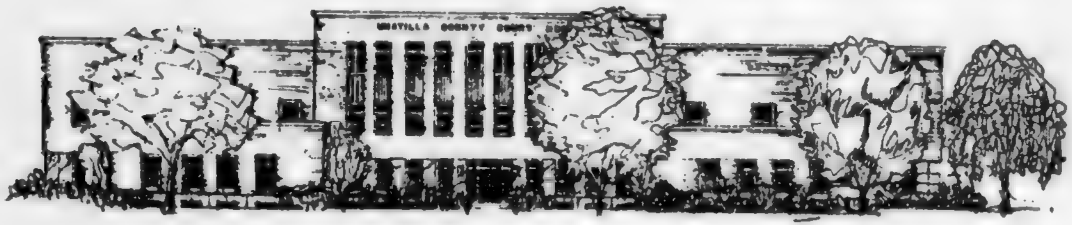
RDH/vt
cc: Hal Versteeg

Form 734-3123

BU

UMATILLA COUNTY BOARD OF COMMISSIONERS

COMMISSIONERS
Bob Ten Eyck
A. L. "Bud" Draper
Bill Hansell



STAFF
Michele Hallman
Legal Counsel
Marcia Wells
Office Manager
Debbie Warlick
Personnel

216 S.E. 4th P.O. Box 1427 Pendleton, Oregon 97801
Phone 503/276-7111

☐ RE ☐ RCE ☐ RME ☐ ROE

☐ RFA FEB 28 1983 ☐

RECEIVED
REGION 5 OFFICE

February 24, 1983

Mr. Robert Hector
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Hector:

Mr. John Preston recommended that I write you concerning a proposed relocation of the Umatilla County Fairgrounds. We are in the process of trying to establish a new fair site off of Highway #395 south of Hermiston.

The proposed site is located on the south end of Campbell Drive and Kelli Blvd. The fairgrounds would be multipurpose in its use which would make it available for various uses year around.

Because of year around usage, the highway department may want to consider extending the four lane segment southward past Kelli Blvd., of the Highway #395 construction project.

I should also note that there is no guarantee the county fair will in fact be relocated at this site, even though we are seriously progressing toward this goal. The county has put down $2,500 in earnest monies and has a nine month option. This would indicate we are serious in pursuing this option.

If I can supply any other information, pelase feel free to contact me.

Yours truly,

Bill Hansell

Bill Hansell
Umatilla County Commissioner

BH:mw

CON 21-4
Umatilla-
Stanfield
Sp.

July 28, 1982

Umatilla County Board of Commissioners
P. O. Box 1427
Pendleton, OR 97801

AGR 4-2

Attention: J. Dean Fouquette, Sr.
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 2693

Gentlemen:

Attached for your files is a fully executed copy of a Throughway Agreement for construction of the Hermiston-NCL Stanfield Section of the Umatilla-Stanfield Highway, No. 54.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

js
Attachment

bc: Don Harwell

11, 610 54 N

ROAD DESIGN SECTION 378-6558 ROW 3:1

J. B. Boyd, Manager
Right of Way Section

June 16, 1982

W. H. Wakerlig
ORIGINAL SIGNED BY
W. H. WAKERLIG
R/W Descriptions Supervisor

Hermiston-Stanfield Junction Section
Umatilla-Stanfield Highway
Umatilla County

Versteeg
Anderson
Adams
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
JUN 18 1982
ROAD DESIGN
SECTION

Do Not File
Return To
Bring Up
Action

Attached are revisions of files 49122, 49123, 49124 and 49330 along with files 52797 and 52889 all in connection with bicycle path construction by the City of Stanfield on the subject section.

As indicated in the attached letter from District Engineer Oswald the City will purchase this right-of-way if we will furnish the descriptions and deeds.

WHW:rlr
Attachments

cc: Harry Oswald W/cross sections

10,010

Corr 31-H
Umatilla-
Stanf.
SP

STATE OF OREGON

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: April 23, 1982

30-1932

SUBJECT: Hermiston-Stanfield NCL Section
Umatilla-Hermiston Highway
Umatilla County
30-1932

This is to request a change in the right-of-way descriptions on several files on the Hermiston-Stanfield NCL Section.

File No. 52139 - Stefanides - may be reduced from 65 feet to 50 feet between Station 378+70 and 391+50. Refer to Bill Ferguson's letter and drawing.

Several files between approximate Station 399 and 416 - Albert, Rohde, Daniels and Rohde. These parcels are accessed by a 55 foot wide public right-of-way adjacent to our highway. We should replace the right-of-way for that frontage road. Therefore, the right-of-way taking should be at 115 feet as shown on the attached in orange. That portion laying outside the 60 foot line should be given to the County after construction is complete. That will require an agreement with Umatilla County.

R. D. Hector
Region Engineer

RDH/vt
Enc.
cc: ✓D. E. Swan

MH
CK

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☑
SHM ☐ MJK ☐ DNH ☐
APR 26 1982
REFERRED TO
FOR
FILE: PM FA LG.

DO NOT REMOVE CARBONS 2-7-82 CON 21-4

Form Approved. O.M.B. No. 004-R0001

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION

FOR FAA USE ONLY Umatilla Stanfield Sp.

AERONAUTICAL STUDY NO. 82-ANM-039-OE

FAA will either return this form or issue a separate acknowledgement. (Revised)

A. The proposed structure:

☐ Does not require a notice to FAA.
☑ Would not exceed any obstruction standard of Part 77 and would not be a hazard to air navigation.
☐ Should be obstruction ☐ marked ☐ lighted per FAA Advisory Circular 70/7460-1, Chapter(s)________
☑ Obstruction marking and lighting are not necessary.
☐ Requires supplemental notice. Use FAA form enclosed.

B. FCC was ☐ was not ☑ advised.

REMARKS:

~~THIS DETERMINATION EXPIRES 8/9/83 UNLESS OTHERWISE EXTENDED, REVISED, OR TERMINATED.~~

THIS DETERMINATION EXPIRES 02/09/85 UNLESS OTHERWISE EXTENDED, REVISED, OR TERMINATED.

ISSUING OFFICE: NW MOUNTAIN

REVIEWING OFFICER: Ed Melland DATE: 2-9-82

1. NATURE OF STRUCTURE (Complete both A and B below)

A. (Check one) ☐ NEW CONSTRUCTION ☒ ALTERATION

B. (Check one) ☒ PERMANENT ☐ TEMPORARY (State length of time) ________ Mos.

2. NAME AND ADDRESS OF INDIVIDUAL, COMPANY, CORPORATION, ETC. PROPOSING THE CONSTRUCTION OR ALTERATION (Number, Street, City, State and Zip Code)

TO
Oregon State Highway Division
Dept. of Transportation Bldg.
Salem, Oregon 97310

RECEIVED
NOV 25 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Terpin
Trout
[illegible]

Do Not File
Return To
Bring Up
Action

3. TYPE AND COMPLETE DESCRIPTION OF STRUCTURE

Widen existing 2-lane highway to 4-lanes, approximately on existing highway alignment and grade.

4. LOCATION OF STRUCTURE

A. COORDINATES (To nearest second)

LATITUDE °	'	"	LONGITUDE °	'	"
45	49	26	119	16	11

B. NEAREST CITY OR TOWN, AND STATE: Hermiston, Oregon

(1) DISTANCE FROM 4B: 2 MILES

(2) DIRECTION FROM 4B: S E

C. NAME OF NEAREST AIRPORT, HELIPORT, OR SEAPLANE BASE: Hermiston Municipal Airport

(1) DISTANCE FROM NEAREST POINT OF NEAREST RUNWAY: 1200'±

(2) DIRECTION FROM AIRPORT: S W

D. DESCRIPTION OF LOCATION OF SITE WITH RESPECT TO HIGHWAYS, STREETS, AIRPORTS, PROMINENT TERRAIN FEATURES, EXISTING STRUCTURES, ETC. (Attach a highway, street, or any other appropriate map or scaled drawing showing the relationship of construction site to nearest airport(s). If more space is required, continue on a separate sheet of paper and attach to this notice.)

See attached sketch map.

Hermiston-Stanfield N.C.L. Section
Umatilla-Stanfield Hwy.
Umatilla Co.

5. HEIGHT AND ELEVATION (Complete A, B and C to the nearest foot)

A.	ELEVATION OF SITE ABOVE MEAN SEA LEVEL	643'±
B.	HEIGHT OF STRUCTURE INCLUDING APPURTENANCES AND LIGHTING (if any) ABOVE GROUND, OR WATER IF SO SITUATED (Traffic)	17'
C.	OVERALL HEIGHT ABOVE MEAN SEA LEVEL (A+B)	660'±

6. WORK SCHEDULE DATES

A. WILL START: 1983

B. WILL COMPLETE: 1984

7. OBSTRUCTION MARKED AND/OR LIGHTED IN ACCORDANCE WITH CURRENT FAA ADVISORY CIRCULAR 70/7460-1, OBSTRUCTION MARKING AND LIGHTING

		YES	NO
A.	MARKED		X
B.	AVIATION RED OBSTRUCTION LIGHTS		X
C.	HIGH INTENSITY WHITE OBSTRUCTION LIGHTS		X
D.	DUAL LIGHTING SYSTEM		X

I HEREBY CERTIFY that all of the above statements made by me are true, complete, and correct to the best of my knowledge.

8. NAME AND TITLE OF PERSON FILING THIS NOTICE (Type or Print)
A. D. Olson
Preliminary Design Engineer

9. SIGNATURE (In ink): Adrian D. Olson

10. DATE OF SIGNATURE: 11/2/81

11. TELEPHONE NO. (Precede with area code): 503-378-6558

Persons who knowingly and willfully fail to comply with the provisions of the Federal Aviation Regulations Part 77 are liable to a fine of $500 for the first offense, with increased Penalties thereafter as provided by Section 902(a) of the Federal Aviation Act of 1958 as amended.

FAA Form 7460-1 (11-72) SUPERSEDES PREVIOUS EDITION

DO NOT REMOVE CARBONS

CON 21-14
Umatilla
Stanfield
Jct.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

January 14, 1982

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan, P.E.
Operation Programming Engineer

SUBJECT: Study Report
Project No. F-81(2)
Hermiston-Stanfield Jct. Sec.
Umatilla County

Enclosed is a copy of the study report entitled "N.C.L. Stanfield-Stanfield Interchange" for a portion of the subject project to aid you in your evaluation to determine if the Final Environmental Impact Statement (FEIS), when submitted, adequately addresses the proposed location/design.

I request authorization, after statutory requirements have been fulfilled for the FEIS, to proceed with the portion of preliminary engineering necessary to obtain PS&E approval at an estimated total cost of $17,000 with obligation of $14,580 in Federal funds.

JLG:bkc
Enc.

cc: F.E. Terpin
Gary Potter
Walt Hart
W.E. Schwartz (Region 5)
John Grassman
General Files

Form 734-3122

CON 21-4
Umatilla
Stanfield
Sp. 1

PLA 6

December 31, 1981

Copy
CON 21-2
1 82

Norman H. Schroth, President
N. E. Oregon Roads Association
P. O. Box 89
Hermiston, Oregon 97838

Dear Mr. Schroth:

Thank you for your letter stating your views on our Six-Year Highway Improvement Program, particularly Interstate 82 and US395. All testimony and correspondence received is carefully considered in finalizing our program, which is expected to be approved by the Commission at their January 19 meeting.

The Interstate 82 projects are in the program and will be coordinated with the state of Washington to ensure a mutual opening date. The section of US395 from Hermiston to the Stanfield North City Limits also is in the program for fiscal year 1985.

The 2.9 miles from the Stanfield North City Limits to the Stanfield Interchange, while not in the construction program for the six-year period, will appear on a list of projects to be considered for addition to the program if and when additional funds become available. Passage of the gas tax increase at the May primary would go a long way toward helping us to restore some of these badly needed projects to our program.

Sincerely,

/s/ L. W. Rulien
H. S. Coulter, P.E.
State Highway Engineer

cc: Anthony Yturri

bc: D. H. Moehring
W. E. Schwartz

KO:bkc 1b

411 Main Street P.O. Box 89 Hermiston, Oregon 97838 Telephone (503) 567-5523

December 14, 1981

Department of Transportation
Transportation Commission
135 Transportation Building
Salem, Oregon 97310

Dear Sirs;

The North Eastern Oregon Roads Association strongly objects to any changing in the already meager allocation for Eastern Oregon.

Interstate 82 has been discussed for 25 years and hundreds of thousands of hours have been dedicated to a proper solution. That solution has been agreed upon by States of Oregon and Washington and the Bureau of Public Roads and it must not be put into a State political football.

The bonds were once sold for highway 395 from Hermiston to Stanfield junction and that money was diverted to another area of our State.

We cannot tolerate this erosion of faith in our elected and appointed public officials by these methods to help other areas of the State at our expense.

Thank you for your allowing this testimony on behalf of Umatilla County and all of Eastern Oregon.

Very truly yours,

Norman H. Schroth
President N.E. Oregon Roads Association

NHS:ct

Sent 12-21
due 12-30

RECEIVED
STAT HWY ENGR
DEC 21 '81
REFER TO Moehring
FOR
Info Inves [✓ R/D] D/R Sign Act File

RECEIVED
DOT DIRECTOR
DEC 18 '81
REFER TO Coulter
FOR
Info Inves R/D D/R Sign Act File

INSURANCE AGENCY

Con 21-4+
Umatilla - Stanfield Sec.

U. S. DEPARTMENT OF TRANSPOR. .TION
FEDERAL HIGHWAY ADMINISTRATION

12-14-81

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-81(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90010

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/14/81	8. FEDERAL ROUTE NUMBER Primary 81	9. STATE ROUTE NUMBER Primary 54

10. GENERAL LOCATION: Hermiston - Stanfield Interchange Section

11. GENERAL DESCRIPTION OF WORK: Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change
See below

13. REMARKS

As requested in Mr. Swan's letter of 12/8/81 I approve the revised Preliminary Engineering Costs to a TEC of $450,100 Federal Funds $386,044.

(Increase TEC $181,700 Federal Funds $155,844)

RECEIVED
STATE HWY ENGR
DEC 16 '81
REFER TO Moehring
FOR
Info | Inv | R/D | D.R. | Sign | Act | File

Orig 12-16

14. DATE 12/14/81	15. SIGNATURE OF APPROVING OFFICIAL G. K.	16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 21-4
Umatilla
Stanfield
4

PLA 7

October 27, 1981

The Honorable John R. Perkins
Mayor, City of Stanfield
P. O. Box 368
Stanfield, OR 97875

Dear Mayor Perkins:

I appreciate and understand your concern for the condition of the highways in Umatilla County.

The Highway Division's proposed new Six-Year Highway Improvement Program partially addresses your concern for the section of US395 between Hermiston and Stanfield. Included in our proposed work plan for the next six years is a 3.7 mile project from Hermiston to the North Stanfield city limits. This project is currently estimated to cost $5.8 million and is tentatively scheduled for fiscal 1985. The project will provide a new roadbed with a completely new surface designed to accommodate the heavy truck loads which are experienced on this highway. There will be a climbing lane out of Hermiston, some left-turning lanes, and reconstruction of the structures on this section. Because of the cost of this project, and the fact that right-of-way has to be purchased, which is a time consuming process, it would be very difficult to advance the project in the construction schedule.

We find that over a period of time, projects overrun and underrun our estimates. We have no way of penalizing an area if projects tend to overrun nor do we think that it would be good policy to do so. If we are in a "low" bid period, then we are able to move a little faster in implementing the overall construction program; likewise, we experience a slowdown when the prices are higher.

The Highway Division has a large backlog of projects which have been previously committed but have been unable to do because of their shortage of funds. The recent favorable bidding by contractors has been very helpful and hopefully, will insure that some of these long-awaited projects will be built, including the Hermiston-Stanfield project.

A series of public meetings are being held across the state by the Highway Division to discuss the proposed new Six-Year Highway Improvement Program. The one in your area will be held in Hermiston on November 3 at 7:30 p.m. in the Science Lecture Room #306 at the High School. I urge you to attend and support the highway improvements that you believe should be made for the benefit of your community and its citizens.

Sincerely,

H. S. Coulter
State Highway Engineer

WES:vt 1b

bc W. E. Schwartz
D. H. Moehring
F. B. Klaboe

CITY OF STANFIELD
P.O. BOX 368
STANFIELD, OREGON
97875
CITY HALL
PHONE 449-[illegible]

POLICE DEPT
PHONE: 449-3245

FIRE & POLICE
EMERGENCY 911

RECEIVED
STATE HWY ENGR
OCT 13 '81
REFER TO
cy Schwartz
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

October 8, 1981

Oregon Department of Transportation
Highway Division
State Highway Building
Salem, Oregon 97310

ATTENTION: Mr. Fred Klaboe, Director

Dear Mr. Klaboe,

This letter is in regards to the excess funds budgeted for Highway Construction. Specifically those monies for construction projects in Umatilla County, approximately $782,000.00. If these funds aren't targeted for use soon I'm sure they'll be lost until new studies and public hearing can be held.

One project which needs immediate funding, even partial such as these funds would do, is Highway 395 between Hermiston and Stanfield. As you are aware this project is most important to this portion of our State. It's a direct link to the port of Umatilla, the State of Washington and the proposed Alumax facility. If it is delayed any longer it can have an effect on our area, economically and would also continue to be a safety hazard.

With an average daily truck use in excess of 1,000 the present Highway is severely below standards. Even if 50% of the project is funded it would alleviate some of the problems.

I hope you will strongly consider this request - as well as the others you have received recently, concerning this project.

Respectfully,

John R. Perkins

John R. Perkins
Mayor, City of Stanfield

CC: Gov. Victor Atiyeh
Umatilla County Commissioners
City of Hermiston
H.S Coulter, Hwy Engineer
W. E. Schwartz, Region Engineer

[illegible]

October 15, 1981

PLA 6

The Honorable L. P. Gray
Mayor, City of Hermiston
295 East Main Street
Hermiston, Oregon 97838

Dear Mayor Gray:

It is gratifying to know that there is strong local support for a highway improvement we know needs to be done. However, one of the realities of today's economy is the shortage of funds to respond to all of the needs, and I assure you there are many.

The Oregon Transportation Commission views our financial situation as critical. Although they have affirmed their policy of preservation first, they also recognize the need to upgrade deficient sections of highway. For this reason, our revised Six-Year Highway Improvement Program contains a few projects which respond to the needs of Oregon's growing population.

The project between Hermiston and Stanfield on US395 has been included. Unfortunately, our current financial picture has forced us to delay its construction until 1985. A change for the better in our revenue outlook would enable us to advance some of the projects in the program.

We are in the process of obtaining public comments on our revised construction program. I encourage you and other interested persons in the Hermiston area to attend the meeting scheduled in your high school for November 3. It will give you an opportunity to let the Commission and staff know your priorities. Pat Schwartz, our Region Engineer in LaGrande, will be available to answer any questions you may have concerning that meeting.

We look forward to hearing from you.

Sincerely,

F. B. Klaboe
Director

bc Anthony Yturri
H. S. Coulter
D. H. Moehring
W. E. Schwartz

SHM:pf 1b fn

city of hermiston

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

October 2, 1981

Mr. Fred B. Klaboe, Director
Oregon State Department of Transportation
Transportation Building
Salem, OR 97310

Dear Fred:

This letter is in support of one that you received from the Umatilla County Board of Commissioners concerning that there may be approximately $782,000 of monies available resulting from receiving bids less than the anticipated costs for certain projects here in Umatilla County.

The City of Hermiston endorses the county commission's request to see if the above funds could not be used to start the improvements on Highway 395 between Hermiston and Stanfield. As you know, this highway is heavily used, is getting to be in horrible condition and has been postponed a good many times due to lack of funding.

Your consideration to this request would be greatly appreciated.

Sincerely,

L P Gray
L. P. Gray
Mayor

LPG/pat

cc: Governor Victor Atiyeh
Umatilla County Commissioners
City of Stanfield
H. S. Coulter
W. E. Schwartz

OCT 5 '81
REFER TO
FOR
Info [illegible] Act File

RECEIVED
DOT DIRECTOR
OCT 5 '81
REFER TO
Coulter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
		☒				

[illegible]

October 15, 1981

Umatilla County Board of Commissioners PLA 6
Post Office Box 1427
Pendleton, Oregon 97801

Gentlemen:

It is gratifying to know that there is strong local support for a highway improvement we know needs to be done. However, one of the realities of today's economy is the shortage of funds to respond to all of the needs, and I assure you there are many.

The Oregon Transportation Commission views our financial situation as critical. Although they have affirmed their policy of preservation first, they also recognize the need to upgrade deficient sections of highway. For this reason, our revised Six-Year Highway Improvement Program contains a few projects which respond to the needs of Oregon's growing population.

The project between Hermiston and Stanfield on US395 has been included. Unfortunately, our current financial picture has forced us to delay its construction until 1985. A change for the better in our revenue outlook would enable us to advance some of the projects in the program.

We are in the process of obtaining public comments on our revised construction program. I encourage you and other interested persons in the Pendleton area to attend the meeting scheduled in the Hermiston High School on November 3. It will give you an opportunity to let the Commission and staff know your priorities. Pat Schwartz, our Region Engineer in LaGrande, will be available to answer any questions you may have concerning that meeting.

We look forward to hearing from you.

Sincerely,

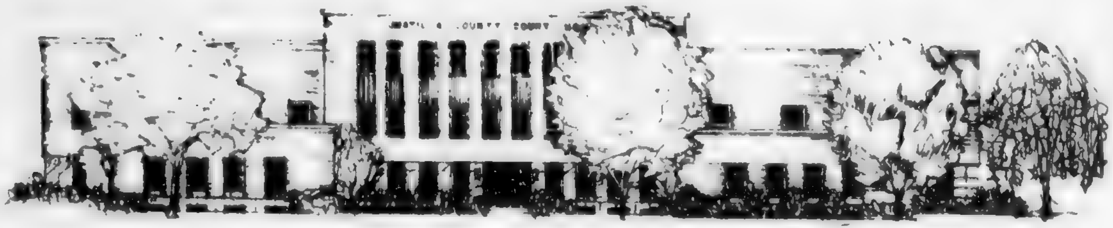
F. B. Klaboe
Director

bc Anthony Yturri
H. S. Coulter
D. H. Moehring
W. E. Schwartz

SHM:pf 1b fn

UMATILLA COUNTY BOARD OF COMMISSIONERS

COMMISSIONERS
F.K. "Woody" Starrett
A.L. "Bud" Draper
Robert Ten Eyck



STAFF

Marcia Wells
Office Manager

216 S.E. 4th P.O. Box 1427 Pendleton, Oregon 97801
Phone 503/276-7111

September 30, 1981

Oregon Department of Transportation
Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. Fred Klaboe, Director

Dear Mr. Klaboe:

In reviewing recent State Highway bids let in Umatilla County, more specifically the Hermiston-Umatilla Section and the Tollgate Highway overlay, we find that the bids were considerably below the engineer's estimate. The total is approximately $782,000.00.

We are certain that the Highway Division has many areas in which the above savings can be expended, but since the funds were originally allocated for this area we are of the opinion that the money can be well spent in Umatilla County. A project which has been promised for many years and would be a great benefit to the State and the County is the Stanfield-Hermiston Section of Highway 395. Although the sum in question would not complete this section, it would at least be a beginning.

Therefore, the Board of Commissioners would like to request that the Highway Division review the projects referred to above, and take whatever steps necessary to commit the excess funds to the Stanfield-Hermiston Section of Highway 395. The Commissioners are convinced that if this is not done immediately these funds will be lost to Umatilla County, and the project will not be given the priority it deserves and the community will therefore suffer unnecessarily.

Please feel free to contact the Board of Commissioners if they can be of any assistance to you in this project.

Yours truly,

UMATILLA COUNTY
BOARD OF COMMISSIONERS

F. K. Starrett
F. K. STARRETT, CHAIRMAN

A. L. DRAPER, COMMISSIONER

Robert Ten Eyck
ROBERT TEN EYCK, COMMISSIONER

CC: Governor Victor Atiyeh
City of Hermiston
City of Stanfield
H. S. Coulter, Highway Engineer
W. E. Schwartz, Region Engineer

RECEIVED
DOT DIRECTOR
OCT 5 '81
REFER TO
Coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

10 [illegible]

9-21-81 — CON 21-4

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINIST ..ATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-81(6) Umatilla [illegible]

2. STATE PROJECT NO. See below

2A. COUNTY NAME Umatilla

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90010

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9/21/81

8. FEDERAL ROUTE NUMBER Primary 81

9. STATE ROUTE NUMBER Primary 54

10. GENERAL LOCATION:
Hermiston - Stanfield NCL Section

11. GENERAL DESCRIPTION OF WORK
Right of Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY	☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION	☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ ACQUISITION OF RIGHT-OF-WAY	☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Swan's letter of 9/18/81 I approve the relocation plan submitted by Memo of 9/16/81 and you are now authorized to proceed with the actual acquisition of files 49116, 49121, 49130 through 49133, 49135 through 49142, 49266 through 49273, 49275 through 49282, and 52138 through 52146 as shown on R/W map 9B-9-13. Federal participation is limited to that Right of Way actually incorporated in the final location of the subject project.

TEC $510,000 - Federal Funds $449,718.

orig
9-24

RECEIVED
STATE HWY ENGR
SEP 24'81
REFER TO Moehring
F. A.

14. DATE 9/21/81

15. SIGNATURE OF APPROVING OFFICIAL Malach

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,810

CON 21-4
Umatilla
Stanfield
Sp

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

September 18, 1981

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: D.E. Swan
Operation Programming Engineer

SUBJECT: Project Data Submission
Item No. 90010
Project No. F-81(6)
Hermiston-Stanfield NCL Section
Umatilla County

Enclosed is data consisting of PR-1 forms, sketch maps, relocation plan and right-of-way maps No. 9B-19-13 for the subject project.

I request the following:

1) Approval of the relocation plan.
2) Authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $510,000 with an obligation of $449,718 in federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map.

Relocation consists of a business move and since no displacement of individuals or families is involved, assurances regarding the availability of replacment housing is not required. Relocation assistance will be provided from the Region 4 Right-of-Way Office in Bend.

A copy of the State Clearinghouse A-95 conclusions has been previously forwarded.

This project is expected to be funded from the unobligated balance of the FY '81 80% limitation.

CL:bkc
Attachments

cc: J. Boyd
F. Lowe
Dale Allen (Region 4)
General Files ✓

Form 734-3122

54

ROAD DESIGN SECTION 378-6558 ROW: 3-1

J. B. Boyd, Manager
Right of Way Section

August 17, 1981

J. H. Versteeg
Road Design Engineer

Files 52138 through 52146
Hermiston-Stanfield H.C.L. Section
Umatilla-Stanfield Highway
Umatilla County

Attached are descriptions, an authorization and right of way prints covering right of way required for subject project, scheduled for fiscal fourth quarter of 1983.

In addition to the new files, 28 files have been revised and 2 files have been cancelled. These changes have been submitted to the Right of Way Section this date.

Access control as shown on authorization and/or descriptions is subject to the access designation on forthcoming approved access list.

By: R

Robert R. Rounds
Right of Descriptions Supervisior

RRR:rlr
Attachments

10.

CCN 21-41
Umatilla-S
Stanfield Hy.
SP.

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic

TRA 16-1

TO: H. S. Coulter
State Highway Engineer

DATE: April 24, 1981

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Illumination
Umatilla-Hermiston Section
Hermiston-Stanfield North City Limits Section
Stanfield North City Limits-Stanfield Interchange Section
Umatilla-Stanfield Highway No. 54
Umatilla County

We have reviewed the above sections of the Umatilla-Stanfield Highway for roadway illumination.

We recommend that illumination be installed at the intersection of the Umatilla-Stanfield and Columbia River Highways, because at night there is a problem of delineation at this intersection.

Minimum lighting can be installed on our traffic signal project at this intersection.

The remainder of the highway has some existing illumination in the Cities of Hermiston and Stanfield for which we recommend no additions or changes at this time.

We request your approval to add illumination to the Columbia River Highway at Umatilla-Stanfield Highway (HES Combination) traffic signal project.

APPROVED assuming Region supports request 4-27-81

H S Coulter
STATE HIGHWAY ENGINEER

DATE: 4/28/81

L E George
L. E. George
Traffic Engineer

VLT:ds

cy [illegible]

RECEIVED
STATE HWY ENGR
APR [illegible] '81
REFER TO
FOR

Scott

Should we be installing unless there is a written something? [illegible] and also turning [illegible] better? [illegible]

10,010

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO 54

DES 16-1

TO: MEMO TO THE FILE

DATE: September 16, 1980

FROM: Duane O. Christensen
Duane O. Christensen
Final Design Engineer

SUBJECT: Hermiston-Stanfield N.C.L.
Umatilla-Stanfield Highway
Umatilla County

NOTED
E. S. HUNTER

A review of the estimates for the subject project has been made, with results as follows:

1.	Total 3.52-mile project as recommended from the public hearing in February 1980 and recently approved by ODOT and FHWA administration	$5,795,000
2.	4-lane section from S.E. 4th Street to South Airport Road (1.4 miles)	$3,351,000
3.	2-lane section for entire length (3.52 miles)	$3,900,000

It is recommended that contract plans be developed for the entire project listed in Item 1 above and it be contracted as soon as funds are available and right-of-way is clear.

This is in agreement with Project Management's analysis of the funding in their letter of August 25, 1980.

DOC:ja

cc E. S. Hunter
W. E. Schwartz
D. H. Moehring
N. E. Mann

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Mann NEM
Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
[illegible]
SEP 16 '80
REFER TO
Christensen
FOR
Info Inves R/D D/R Sign Act File

APPROVED
E. S. Hunter
Date 9-18-80

125 1387

TRA 7-2

STATE OF OREGON **INTEROFFICE MEMO**
Highway - Traffic 378-6537

TO: D. O. Christensen, Final Design Engineer
ATTN: N. E. Mann
DATE: September 2, 1980

FROM: L. E. George, Traffic Engineer

SUBJECT: Accident and Volume Data Review
SE Fourth Street - S. Airport Road Section
Umatilla-Stanfield Highway
Vicinity of Hermiston

REFERRED TO
Beard Stoudenmeyer
Cole Mann
Eriksen Watson
Hager Dorn Lou
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

The questions asked the Traffic Engineering Section pertaining to the subject section were:

1. Are four lanes mandatory if reconstruction occurs?

2. Are there locations within the section that show concentrations of accidents - structures in particular?

The 1979 Average Daily Traffic (ADT) varied from 6,200 to 7,300 vehicles. This includes approximately 1,000 trucks per day. With Interstate 82 constructed to the West as now envisioned, the volume would drop appreciably, and by 1995 will approach 8,000 vehicles per day.

The roadways entering the highway, S. Airport Road, Airport Way and Cemetery Road, have very low volumes. The structures are narrow. The Railroad Overpass is 26 feet and the Feed Canal is 24 feet wide.

There were 29 reported accidents in this section during the five-year period from 1/1/75 to 12/31/79. The overall accident rate was 1.42 accidents per million miles of travel. The year 1979 experienced the highest number of accidents (10) and had an accident rate of 3.10 A/MVM. There were no fatalities in the five-year period, but 28 persons were injured. The statewide accident rate for comparable suburban primary state highways in 1979 was 2.94 accidents per million vehicles miles traveled.

From a capacity standpoint, a good two-lane facility will accomodate the present and future traffic providing Interstate 82 is constructed. The accident experience does not indicate a narrow bridge problem; however, three rear-end type accidents have occurred at South Airport Road. These accidents are the only concentration noted and may have been prevented by left-turn refuge channelization.

1 Versteeg ✓
Anderson
2 Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 03 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring to
Action

Contains Recycled Materials

It would seem reasonable, assuming Interstate 82 materializes, to reconstruct this section to a good two-lane section including widening the structures, and depending on the right of way costs, to consider at least shoulder widening as a bypass lane for through traffic at South Airport Road.

L. E. George
Traffic Engineer

GLC:jrb

STATE OF OREGON

INTEROFFICE MEMO

TO: Duane O. Christensen
Final Design Engineer

DATE: August 25, 1980

FROM D. E. Swan
Operation Programming Engineer

SUBJECT: Hermiston-Stanfield N.C.L.
Umatilla-Stanfield Highway
Umatilla County

Your memo of August 11 concerned a funding problem on this project.

Because of design changes which have increased the project's cost to $7,621,000, this project will have to be postponed until the Fiscal 4th Quarter of 1982. Funds for the increased cost will have to come from the Stanfield N.C.L.-Stanfield Interchange project. This will cause the Stanfield N.C.L.-Stanfield Interchange job to be postponed until the Fiscal 4th quarter of 1983.

DES:pf

cc: E. S. Hunter
W. E. Schwartz

REFERRED TO
___Board ___Stoudenmeyer
___Cole ✓ ___Mann NSM
___Eriksen ___Watson
___Hager ___Dorn ___Lu
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

___Versteeg
I Anderson
___Christensen DOZ
___Olson
___Sullivan
___Terpin
___Trout
___Wakerlig

RECEIVED
AUG 27 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To______
Bring to ____/____
Action______

Contains Recycled Materials

Project Proposed
After Hearing

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Hermiston - Stanfield N.C.L
Highway Umatilla - Stanfield County Umatilla Prefix
Length Miles 3.52 Designer AH Date Aug. 80
Signed Title

Grading & Drainage		$ 1,633,300.00
Surfacing		$ 2,562,000.00 PMB 2,215,750.00 C.T.B
Extra Work		
Adjust Mail Boxes	$ 800.00	
Signing	$ 4,500.00	
Striping	$ 5,500.00	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 10,800.00
TOTAL	CTB 3,859,850.00	$ 4,206,100.00 PMBB
+20 % Engineering and Contingencies	CTB 772,000.00	$ 841,200.00 PMBB
Structures		
4 Structures	$ 1,163,000.00	
	$	
	$	
	$	
TOTAL STRUCTURES		$ 1,163,000.00
Right of Way		$
TOTAL ESTIMATED COST	PMBB	$ 6,210,300.00

C.T.B. # 5,794,850.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date Aug. 1980

Section Hermiston-Stanfield N.C.L.
County Umatilla
Kind Of Work Grading & Paving
Length 3.52
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Furnish Field Lab Building		Each		3,500.00	3,500.0
	Mobilization		All		8%	310,773.0
	Temp. Prot. & Dir. of Traffic		All		3%	113,141.00
	Flagmen		Hour	1550	22.00	34,100.0
	Clearing & Grubbing		All			18,000.0
	Removal of Struct. & Obstructions		All			24,000.0
	Ditch Excavation		C.Y.	20	10.00	200.0
	General Excavation		C.Y.	95,230	5.50	523,765.0
	Borrow Excavation		C.Y.	40,635	6.00	243,810.0
	Trench Excavation		C.Y.	1700	10.00	17,000.0
	Finishing Roadbed & Slopes		Mile	3.52	7500.00	26,400.
	Watering		M-Gal	1600	10.00	16,000.0
	Plant Mix Aggregate Base		Ton	38,250	9.00	344,250.00
	Treated Base (PMBB)		Ton	61,500	12.50	768,750.0
	Asph. In Bit. Base Mixture		Ton	3,380	225.00	760,500.00
	Class "B" Asph. Conc. Mix.		Ton	25,200	12.50	315,000.00
	Asph. Cement In Mixture		Ton	1,640	225.00	369,000.0
	Asph. In Tack Coat		Ton	15	300.00	4,500.0
	12" Culvert Pipe		Lin. Ft.	450	16.00	7,200.0
	18" Culvert Pipe		Lin. Ft.	1,375	22.00	30,250.0
	12" Sewer Pipe		Lin. Ft.	3,200	16.00	51,200.0
	18" Sewer Pipe		Lin. Ft.	1,200	22.00	26,400.0
	8" Irrigation Pipe		Lin. Ft.	400	9.00	3,600.0
	12" Irrigation Pipe		Lin. Ft.	[illegible]	16.00	[illegible]

RE[illegible]N STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

[illegible]eet 3 of 3
Date Aug. 1980

Section Hermiston - Stanfield N.C.L.
County Umatilla

Kind Of Work Grading & Paving
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	15" Irrigation Pipe		Lin, Ft.	90	19,00	1,710,00
	Concrete Diversion Box		Each	6	2,100,00	12,600,00
	8" Galv. Distribution Gate		Each	6	24.00	144.00
	12" Galv. Distribution Gate		Each	1	30,00	30,00
	15" Galv. Distribution Gate		Each	1	32,00	32,00
	15" Canal Gate Valve		Each	1	190,00	190,00
	Inlets Type "G-1"		Each	25	500.00	12,500.00
	Concrete Curb, Type "A" Modified		C.Y.	490	130.00	63,700.0
	Guard Rail, Type "2A"		Lin, Ft.	3600	13.00	46,800.0
	Guard Rail, Type 3		Lin, Ft.	400	30,00	12,000,0
	Anchors, Type 1		Each	18	350,00	6,300,0
	Rail End Pieces, Type C		Each	18	160,00	2,880,0
	Extra For Asph. Approaches		Each	25	175,00	4,375,0
	Manhole, Type "B"		Each	1	1500.00	1,500.0
	Paved Culvert End Slopes		Sq. Ft.	200	10,00	2,000.00
	Seeding & Mulching		Acre	12	700.00	8,400.00
						4,195,300.

EGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

4 Lane Section
To S. Airport Road

Sheet 1 of 3 Sheets

Section Hermiston - South Airport Road
Highway Umatilla - Stanfield County Umatilla Prefix
Length Miles 1.4 Designer AH Date Aug. 1980
Signed Title

Grading & Drainage			$ 917,650.00
Surfacing			$ 1,040,550.00 PMB
			897,000.00 CTB
Extra Work			
Adjust Mail Boxes	$ 700.00		
Signing	$ 4,500.00		
Striping	$ 3,500.00		
	$		
	$		
	$		
	$		
	$		
	$		
	$		
TOTAL EXTRA WORK			$ 8,700.00
TOTAL		CTB 1,823,350.00	$ 1,966,900.00 PMB
+20 % Engineering and Contingencies		CTB 364,650.00	$ 393,400.00 PMB
Structures			
4 Structures	$ 1,163,000.00		
	$		
	$		
	$		
TOTAL STRUCTURES			$ 1,163,000.00
Right of Way			$
TOTAL ESTIMATED COST		PM.B.B.	$ 3,523,300.00
		C.T.B.	# 3,351,000.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date Aug. 1980

Section Hermiston - S. Airport Rd.
County Umatilla
Kind Of Work Grade, Pave. & Structures Length 1.4 Name AH

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Furnish Field Lab. Building		Each		3,500.00	3,500.0
	Mobilization		All		8%	
	Temp. Prot. & Dir. Of Traffic		All		3%	52,800.0
	Flagmen		Hour	1000	22.00	22,000.00
	Clearing & Grubbing		All			14,000.
	Removal Of Struct. & Obstructions		All			18,000.0
	Ditch Excavation		C.Y.	20	10.00	200.0
	General Excavation		C.Y	26,500	5.50	145,750.0
	Borrow Excavation		C.Y.	36,000	6.00	216,000.0
	Trench Excavation		C.Y.	1,100	10.00	11,000.0
	Finishing Roadbed & Slopes		Mile	1.4	7500,00	10,500.0
	Watering		M-Gal	800	10,00	8,000,00
	Plant Mix Aggregate Base		Ton	13,500	9,00	121,500.0
	Treated Base P.M.B.B.		Ton	25,200	12.50	315,000.0
	Asph. In Bit. Base Mixture		Ton	1,390	225,00	312,750,00
	Class "B" Asph. Conc. Mixture		Ton	10,650	12.50	133,125,00
	Asph. Cement In Mixture		Ton	695	225,00	156,375,0
	Asph. In Tack Coat		Ton	6	300.00	1,800,0
	12" Culvert Pipe		Lin. Ft.	350	16.00	5,600.0
	18" Culvert Pipe		Lin. Ft.	216	22.00	4,752.00
	12" Sewer Pipe		Lin. Ft.	3,200	16.00	51,200.0
	18" Sewer Pipe		Lin. Ft.	1,200	22.00	26,400.0
	8" Irrigation Pipe		Lin. Ft.	400	9.00	3,600.0
	12" Irrigation Pipe		Lin. Ft.	550	16.00	8,800.0

Sheet ___ of ___

MARY--BID SCHEDUL--COST ESTIM Date Aug. 1980

Section Hermiston - S. Airport Rd County Umatilla

Kind Of Work Grade, Pave, & Structures Length 1.4 Name AH

No	Item	Code	Unit	Quant.	Unit Cost	Total
	15" Irrigation Pipe		Lin. Ft.	90	19.00	1,710.00
	Concrete Diversion Box		Each	6	2,100.00	12,600.00
	8" Galv. Distribution Gate		Each	6	24.00	144.00
	12" Galv. Distribution Gate		Each	1	30.00	30.00
	15" Galv. Distribution Gate		Each	1	32.00	32.00
	15" Canal Gate Valve		Each	1	190.00	190.00
	Inlets, Type "G-1"		Each	25	500.00	12,500.00
	Concrete Curb, Type "A" Modified		C.Y.	490	130.00	63,700.00
	Guard Rail, Type "2A"		Lin. Ft.	3,600	13.00	46,800.0
	Guard Rail, Type "3"		Lin. Ft.	400	30.00	12,000.0
	Anchors, Type 1		Each	18	350.00	6,300.0
	Rail End Pieces, Type "C"		Each	18	160.00	2,880.0
	Extra For Asph. Approaches		Each	22	175.00	3,850.00
	Manhole, Type "B"		Each	1	1500.00	1,500.00
	Paved Culvert End Slopes		Sq. Ft.	62	10.00	620.00
	Seeding & Mulching		Acre	8	700.00	5,600.00
						1,958,200.0

2-12 Travel Lanes
With 8' Shoulders

OREGON STATE HIGHWAY DIVISIOI
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Hermiston-Stanfield N.C.L.
Highway Umatilla - Stanfield County Umatilla Prefix
Length Miles 3.52 Designer AH Date Sept. 1980
Signed Title

Grading & Drainage		$ 935,140.00
Surfacing	PMBB	$ 2,292,525.00
Extra Work	CTB	1,971,570.00

Adjust Mail Boxes	$ 800.00
Signing	$ 4,500.00
Striping	$ 4,500.00
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK		$ 9,800.00
TOTAL	CTB 2,916,510.00	$ 3,237,465.00 PMB
+20% Engineering and Contingencies	CTB 583,300.00	$ 647,495.00 PMB

Structures

# 474	44' x 30'	($40.00/Sq.Ft.)	$ 52,800.00
# 475	44' x 32'	" "	$ 56,320.00
# 476	44' x 57'	" "	$ 100,320.00
# 7367	widen 18'	" "	$ 97,920.00

TOTAL STRUCTURES	307,360.00 +30% 92,240.00	$ 399,600.00
Right of Way		$
TOTAL ESTIMATED COST	PMBB	$ 4,284,560.00
	CTB	# 3,899,410.00

2-12 Travel Lan
8' Shoulders

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date Sept. 1980

Section Hermiston-Stanfield N.C.L.
County Umatilla
Kind Of Work Grading & Paving
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Furnishing Field Lab Building		Each		3,500.00	# 3,500.0
	Mobilization		All		8%	239,085.
	Temp. Prot. & Dir. Of Traffic		All		3%	87,044.
	Flagmen		Hour	1500	22.00	33,000.
	Clearing & Grubbing		All			12,000.0
	Removal of Struct. & Obstructions		All			18,000.
	Ditch Excavation		C.Y.	10	10.00	100.0
	General Excavation		C.Y.	61,000	5.50	335,500.
	Overhaul		C-Yd Sta	8,600	.50	4,300.
	Trench Excavation		C.Y.	350	10.00	3,500.0
	Finishing Roadbed & Slopes		Mile	3.52	7500.00	26,400.
	Watering		M-Gal	1,500	10.00	15,000.0
	Plant Mix Aggregate Base		Ton	36,500	9.00	328,500.0
	Treated Base PMBB		Ton	54,800	12.50	685,000.0
	Asph. In Bit. Base Mixture		Ton	3,015	225.00	678,375.0
	Class "B" Asph. Conc. Mixture		Ton	22,000	12.50	275,000.0
	Asph. Cement In Mixture		Ton	1,430	225.00	321,750.0
	Asph. In Tack Coat		Ton	13	300.00	3,900.0
	12" Culvert Pipe		Lin. Ft	1,100	16.00	17,600.0
	18" Culvert Pipe		Lin. Ft	1,375	22.00	30,250.0
	8" Irrigation Pipe		Lin. Ft.	400	9.00	3,600.
	12" Irrigation Pipe		Lin. Ft	550	16.00	8,800.0
	15" Irrigation Pipe		Lin. Ft	90	19.00	1,710.0

Travel Lanes
8' Shoulders

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date Sept. 1980

Section Hermiston - Stanfield N.C.L.
County Umatilla

Kind Of Work
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Concrete Diversion Box		Each	6	2,100.00	12,600.00
	8" Galv. Distribution Gate		Each	6	24.00	144.00
	12" Galv. Distribution Gate		Each	1	30.00	30.0
	15" Galv. Distribution Gate		Each	1	32.00	32.0
	15" Canal Gate Valve		Each	1	190.00	190.00
	Guard Rail, Type "2A"		Lin. Ft.	3600	13.00	46,800.0
	Guard Rail, Type 3		Lin. Ft.	400	30.00	12,000.0
	Anchors, Type 1		Each	18	350.00	6,300.
	Rail End Pieces, Type C		Each	18	160.00	2.880.
	Extra For Asph Approaches		Each	25	175.00	4,375.0
	Paved Culv. End Slopes		Sq. Ft.	200	10.00	2,000.0
	Seeding & Mulching		Acre	12	700.00	8,400.0
						3,227,665.0

CON 21-4

Umatilla
Stanfield
S.P

U.S. DEPARTMENT OF TRANSPORTATI FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FE AL AID PROJECT NO. F-81(2)

STATE PROJECT NO. See Below

FROM:
G.L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90010

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H.S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
SEP 15 '80
REFER TO [illegible]
FOR
Info | Inves | R/D | D/R | Sign | Att | File

9-15
ow

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 9/12/80

FEDERAL ROUTE NUMBER Primary 81

STATE ROUTE NUMBER Primary 54

GENERAL LOCATION:
Hermiston - Stanfield Junction

GENERAL DESCRIPTION OF WORK:
PS & E Preparation

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☒ PREPARATION Including utility preparatory work
☐ OTHER (Specify)

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
As requested in Mr. Swan's letter of 6/9/80.

(The above authorization does not require additional obligation of funds)

DATE 9/12/80

SIGNATURE OF APPROVING OFFICIAL G.K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1975-631-858

FINAL
NEGATIVE
DECLARATION

HERMISTON-STANFIELD
NORTH CITY LIMITS SECTION
U.S. HIGHWAY 395
UMATILLA COUNTY, OREGON

OREGON DEPARTMENT OF TRANSPORTATION
AND
FEDERAL HIGHWAY ADMINISTRATION

TABLE OF CONTENTS

Page

THE PROJECT 1
Purpose and Description of the Project 1

ALTERNATIVES CONSIDERED 4
    The Selected Alternative 6
    Project Development 6
Traffic and Accident Data 6
    Existing Conditions 6
    Projected Conditions 7
        Traffic Volumes 7
        Levels of Service 9

ENVIRONMENTAL SETTING AND IMPACTS 11
Region and Local Setting 11
Land Use, Economic, and Population Impacts 15
    Lane Use Impacts 15
        Right-of-Way 15
        Access 17
        Economic and Population Impacts 17
Social Impacts 18
Public Services Impacts 19
Historic Structures and Sites 19
Archeological Resources 19
Geologic, Soils and Hydrologic Impacts 20
    Geology 20
    Soils 21
    Hydrology 21
Biological Impacts 23
Construction Impacts 23
Bikeways 23
Air Quality Impacts 23
Air Quality Impacts during Construction 27
Noise Impacts 28
Mitigation of Noise Impacts 30
Coordination with Agencies and the Public 35
Basis for Negative Declaration 36

Appendix A: Noise Guidelines 37

Appendix B: Levels of Service on Arterial Streets 38

TABLES AND ILLUSTRATIONS

Tables

Table 1. Existing Traffic Volumes (1976) 7

Table 2. Average Daily Traffic 8

Table 3. Peak Hour Traffic 8

Table 4. Traffic Service Levels 9

Table 5. Projected Population 14

Table 6. Cost Estimates 18

Table 7. Ambient Air Quality Standards 25

Table 8. Total Emissions 26

Table 9. Carbon Monoxide Nomograph Estimations 28

Table 10. Existing Noise Levels 30

Table 11. Peak Truck Hour Traffic 31

Table 12. L_{eq} Levels at 50 ft. From Road Centerline 31

Table 13. L_{eq} 67 dBA Contour Distance From Road Centerline 32

Table 14. Traffic Noise Impacts 33

Illustrations

Fig. 1. Project Location in Oregon 2

Fig. 2. Vicinity Map 3

Fig. 3. Project Area 5

Fig. 4. Right-of-way Impacts 16

Final Negative Declaration
Hermiston-Stanfield Section
U.S. Highway 395
Umatilla County, Oregon

THE PROJECT

Purpose and Description of the Project

The proposed project is located on U.S. Highway 395 (State Highway 32). It extends from S.E. Fourth Street in the city of Hermiston to the northern city limits of Stanfield. Hermiston is a trade and service center for northeastern Umatilla County and the northeastern Oregon region. It is situated about 100 miles east of The Dalles, about 25 miles west of Pendleton, and about 7 miles south of the Columbia River and Oregon-Washington border (see Figure 1).

Highway 395 is a principal highway which runs north-south from Washington to California passing through the communities of Hermiston and Stanfield. Highway 395 also accesses other major routes to Washington via the Umatilla Bridge, making connections to the Tri-Cities area. Interstate 84 can be reached one mile south of Stanfield. (See Figure 2.)

The purpose of the proposed project is to improve traffic service and maintain traffic safety by improving and widening the existing roadway. The highway now consists of two traffic-worn, ten-foot lanes. The level of service is low in both peak and off-peak hours, particularly near Hermiston, the most congested section of the highway. Population and employment levels in the area, which have increased substantially in the past five years, emphasize the need to up grade the existing facility.

The project would widen and upgrade the highway from S.E. Fourth Street in Hermiston to a point some two hundred feet north of Canal Road. The

FIGURE 1
PROJECT'S LOCATION IN OREGON

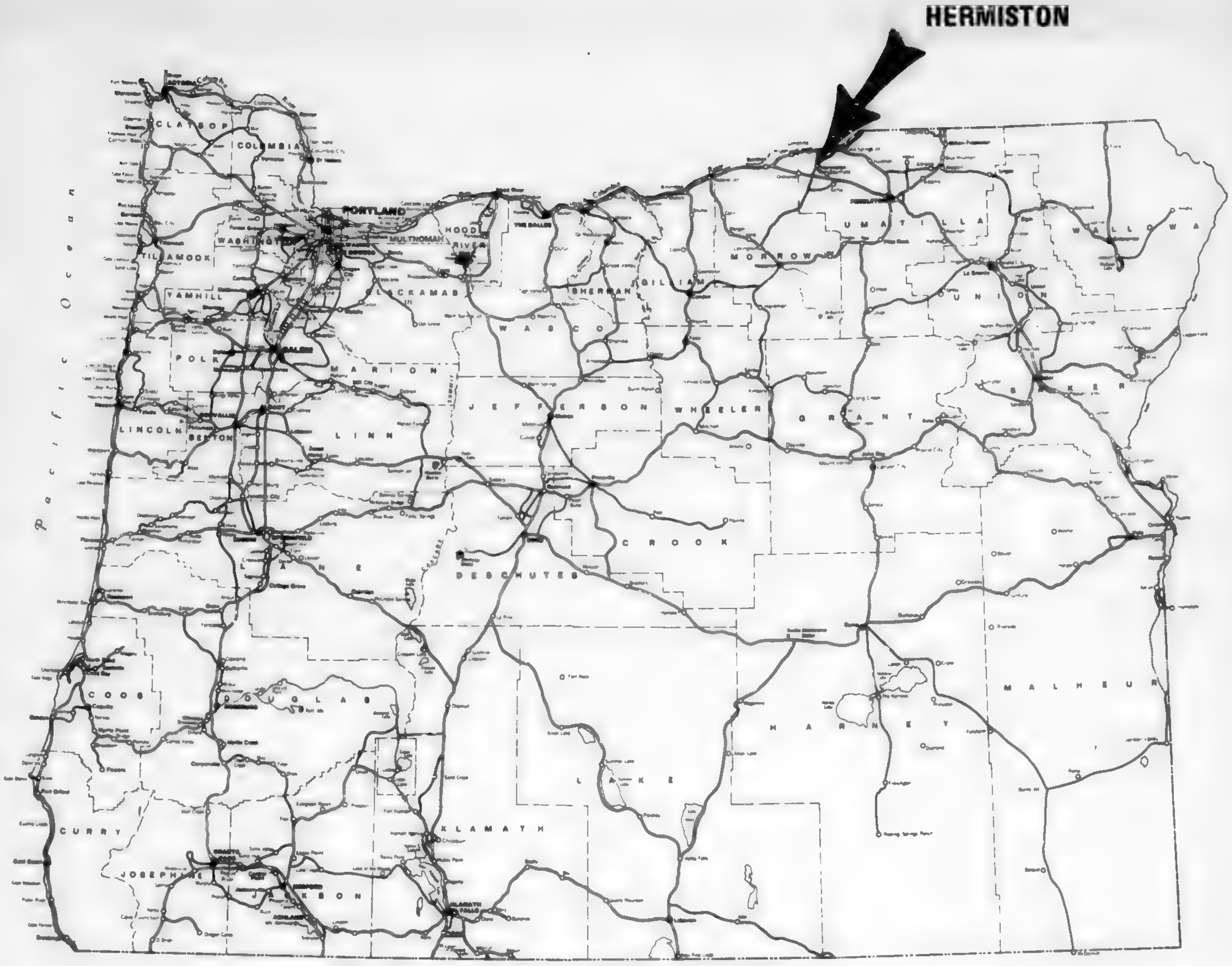
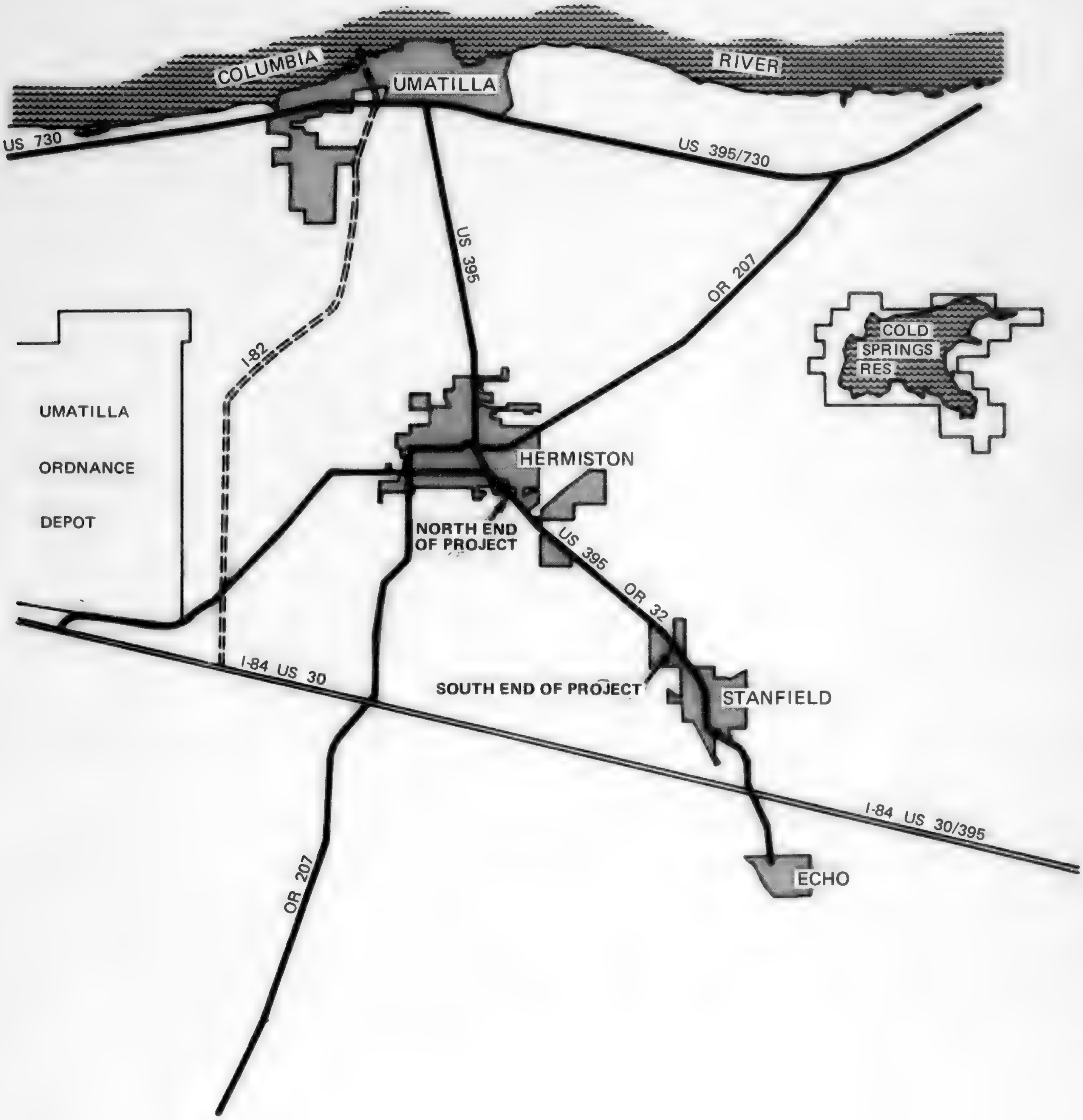

HERMISTON
Pacific Ocean
PORTLAND
CLATSOP
COLUMBIA
TILLAMOOK
WASHINGTON
MULTNOMAH
HOOD RIVER
YAMHILL
POLK
MARION
LINCOLN
BENTON
LINN
CLACKAMAS
WASCO
SHERMAN
GILLIAM
MORROW
UMATILLA
UNION
WALLOWA
JEFFERSON
WHEELER
GRANT
BAKER
CROOK
DESCHUTES
LANE
COOS
DOUGLAS
CURRY
JOSEPHINE
JACKSON
KLAMATH
LAKE
HARNEY
MALHEUR

FIGURE 2
VICINITY MAP

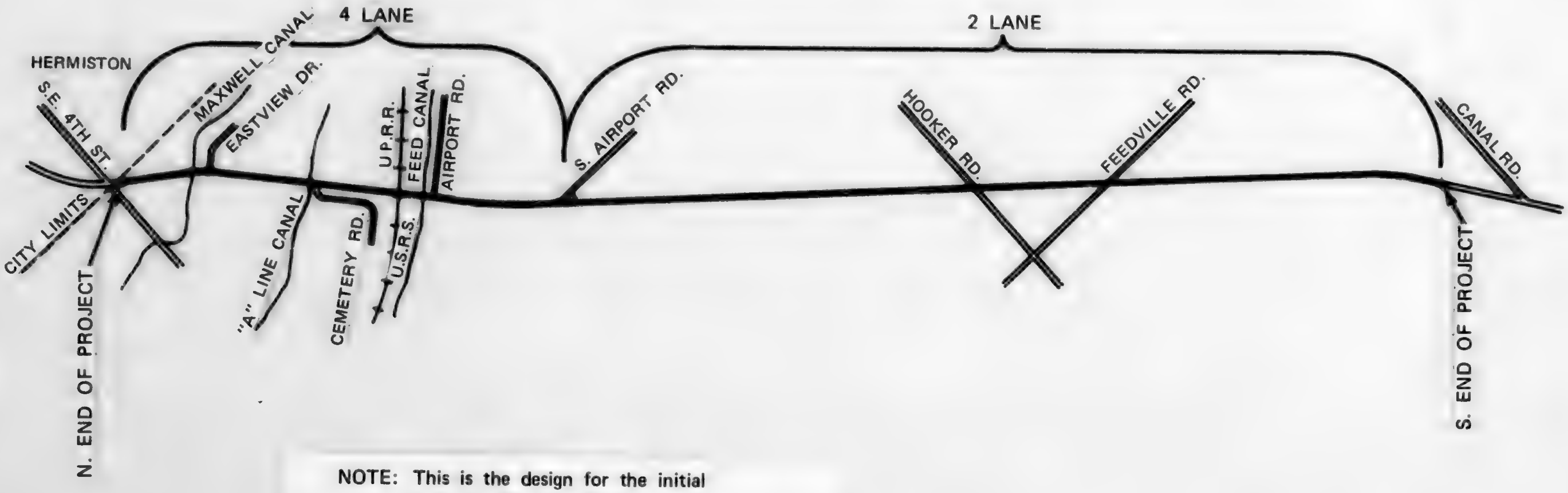

COLUMBIA
RIVER
UMATILLA
US 730
US 395/730
US 395
OR 207
COLD SPRINGS RES
I-82
UMATILLA ORDNANCE DEPOT
HERMISTON
NORTH END OF PROJECT
US 395
OR 32
I-84 US 30
SOUTH END OF PROJECT
STANFIELD
I-84 US 30/395
ECHO
OR 207

total length of the project section is about 3.5 miles. The project is presently planned in two phases. The initial phase involves acquisition of right-of-way for a four-lane roadway. The roadway would be constructed as described below under Alternatives Considered. (See Figure 3):

ALTERNATIVES CONSIDERED

Two alternatives were considered: a no-build and a build alternative. (1) No-build Alternative - no-build selection would result in a decrease in traffic services, longer periods of peak hour congestion, a greater potential for accidents, a deterrent to economic growth and planned developments, higher maintenance costs, noncompliance with LCDC Goal 12 (by not providing a modern transportation facility), and increased air pollution and a slight increase in noise levels. (2) Build Alternative - A four-lane curbed street with a continuous left-turn refuge from S.E. Fourth Street in Hermiston to A-Line Canal, a distance of 0.57 mile; a four-lane rural roadway with a continuous left-turn median from a A-Line Canal to South Airport Road, a distance of 0.76 mile; and 2.18 miles of two-lane roadway from S.E. Airport Road to the north city limits of Stanfield, with left-turn refuges at Feedville and Hooker Roads. The second phase of the project would provide a four-lane roadway and turning median on the entire length of the project. This phase would be initiated as traffic warrants. This alternative improves traffic services, decreases accident potential, lessens peak hour congestion, is an asset to economic growth and planned development, provides lower potential for air quality deterioration and for increased noise levels, and complies with LCDC Goals and Guidelines.

FIGURE 3
PROJECT AREA


4 LANE
2 LANE
HERMISTON
S.E. 4TH ST.
MAXWELL CANAL
EASTVIEW DR.
CITY LIMITS
N. END OF PROJECT
"A" LINE CANAL
CEMETERY RD.
U.P.R.R.
U.S.R.S.
FEED CANAL
AIRPORT RD.
S. AIRPORT RD.
HOOKER RD.
FEEDVILLE RD.
CANAL RD.
S. END OF PROJECT

NOTE: This is the design for the initial project. When traffic indicates, the entire project length will be constructed to 4 lanes.

The Selected Alternative

The build alternative has been selected for advancement. Based upon the analysis in this document, the no-build alternative, by retaining the existing highway facility, is not considered a viable solution to existing and future traffic problems. The build alternative would solve most of the traffic problems, particularly when the roadway is expanded to four lanes in the future. However, Phase One (being considered for immediate construction) will alleviate most of the immediate traffic restrictions.

Project Development

Originally, this project was to have extended from Hermiston to Interstate 84, about three miles south of the Stanfield north city limits. However, during the initial phase of the project, the original decision on the route for Interstate 82 (Corridor J) was reconsidered. Changing Interstate 82 to another corridor would have potentially reopened the question of a highway bypass around Stanfield. Since the need to improve the Hermiston - Stanfield north city limits section was necessary regardless of a decision on Interstate 82, a decision was made to separate the original project into two projects and evaluate them in separate environmental documents.

The southern terminus at the north city limits of Stanfield was selected because it is the approximate location where a potential bypass route would enter the present highway. Locating the terminus at this point allows this proposal to proceed without affecting plans for the southerly section.

Traffic and Acident Data

Existing Conditions

Traffic volumes measured in 1976 on the project section are listed in Table 1.

Average speeds on the project during off-peak hours were 40 to 41 miles per hour; peak-hour speeds averaged 36 and 37 miles per hour. In both peak and off-peak hours, the level of service was judged to be about "D".*

The accident rate for the project section was 0.82 per million vehicle-miles for the five-year period from 1972 through 1976. The statewide accident rate on comparable highways, i.e., rural primary highways, was 1.63 for that same period. Despite the congestion of the project section, accidents are relatively few.

TABLE 1

EXISTING TRAFFIC VOLUMES (1978)

Unit	ADT[1]	PHT[2]
S.E. 4th St.-S.E. Airport Rd. (M.P. 6.54 - M.P. 6.94)	6300	550
S.E. Airport Rd.-Hooker Rd. (M.P. 6.94 - M.P. 8.45)	6100	510
Hooker Rd.-Canal Rd. (M.P. 8.45 10.01	6300	510

[1] Average daily traffic volume
[2] Average peak-hour traffic volume

Projected Conditions

Traffic Volumes - The following traffic volumes and speeds are projected for the project section whether or not the highway is improved (See Table 2). Average daily volumes, peak-hour volumes, and average daily and peak-hour speeds are given for the years 1976, 1980, 1990, and 2000, (See Table 3).

*Level "D" is defined as "aaproaching unstable flow, with tolerable perodic delays.

Levels of service are defined more fully in Appendix B.

TABLE 2
AVERAGE DAILY TRAFFIC

SECTION	YEAR	NO BUILD ALTERNATIVE			BUILD ALTERNATIVE					
					1ST PHASE*			2ND PHASE**		
		VOL	TRK	SPD	VOL	TRK	SPD	VOL	TRK	SPD
S.E. 4th to S.E. Airport Rd	1976	6100	950	40						
	1980	7000	1050	37	7000	1050	45			
	1990***	7050	940	37	7050	940	45	7050	940	50
	2000	9200	1200	34	9200	1240	40	9200	1240	50
S.E. Airport Rd. to Hooker Rd.	1976	5700	890	41						
	1980	6550	1000	38	6550	1000	47			
	1990***	6550	870	38	6550	870	47	6550	870	55
	2000	8650	1120	35	8650	1120	41	8650	1120	55
Hooker Rd. to Canal Rd.	1976	5700	890	41						
	1980	6550	1000	38	6550	1000	47			
	1990***	6550	880	38	6550	880	47	6550	880	55
	2000	8650	1120	35	8650	1120	41	8650	1120	55

*The 1ST phase includes four-lanes from S.E. 4th to S.E. Airport Road, and two-lanes from S.E. Airport Road to Canal Road.
**The 2ND phase is a four-lane for the entire project.
***182 Corridor "J" assumed constructed.

TABLE 3
PEAK HOUR TRAFFIC

SECTION	YEAR	NO BUILD ALTERNATIVE			BUILD ALTERNATIVE*					
					1ST PHASE*			2ND PHASE**		
		VOL	TRK	SPD	VOL	TRK	SPD	VOL	TRK	SPD
S.E. 4th to S.E. Airport Rd.	1976	550	60	36						
	1980	630	65	33	630	65	41	630	65	50
	1990***	640	60	33	640	60	41	640	60	50
	2000	830	75	30	830	75	36	830	75	50
S.E. Airport Rd. to Hooker Rd.	1976	510	60	37						
	1980	590	65	34	590	65	43			
	1990***	590	65	34	590	60	43	590	60	55
	2000	770	75	31	770	75	37	770	75	55
Hooker Rd. to Canal Rd.	1976	510	60	37						
	1980	510	65	34	590	65	43			
	1990***	590	65	34	590	60	43	590	60	55
	2000	770	75	31	770	75	37	770	75	55

*The 1ST phase includes four-lanes from S.E. 4th to S.E. Airport Road, and two-lanes from S.E. Airport Road to Canal Road.
**The 2ND phase is a four-lane for the entire project.
***182 Corridor "J" assumed constructed.

Levels of Service - As previously explained, this project will be constructed in two phases. Although the precise date of the second phase is not known, for purposes of discussion in this report, both the first phase and the second phase are evaluated for 1990 and 2000. Without the project, levels of service are expected to be as listed in Table 4 (See Appendix B for definition of Level of Service categories).

As can be seen from Table 4, the existing level of service could be improved slightly from its "D" level by two-lane widening. By 1990, the level of service would be "C" to "D" in non-peak hours, a slight improvement over existing conditions. However, peak-hour congestion would be about the same.

TABLE 4

TRAFFIC SERVICE LEVELS

YEAR	PEAK HOUR	NON-PEAK HOUR
	NO BUILD ALTERNATIVE	
1980	D	D
1990	D	D
2000	D-E	D-E
	BUILD ALTERNATIVE -	1ST PHASE
1980	C-D	C-D
1990	D	C-D
2000	D	D
	BUILD ALTERNATIVE -	2ND PHASE
1990	C+	C+
2000	C+	C+

If the four-lane widening (Phase 2) is completed by 1990, the level of service in both peak and non-peak hours would improve and remain at that improved level through the year 2000. If the four-lane widening is not completed by the year 2000, the highway would again be at a level of service "D" in both peak and non-peak hours.

ENVIRONMENTAL SETTING AND IMPACTS

Regional and Local Setting

Hermiston, in northeastern Oregon, lies in the Umatilla Plain, part of the larger Great Columbia Basin. The Umatilla Plain is bounded by the Blue Mountains on the south and east and the Cloumbia River on the north. The city of Hermiston lies in a large depression that slopes northwesterly toward the Columbia River. This depression is edged by gentle upward slopes on all sides.

Hermiston is located in Umatilla County, about six miles south of the Columbia River and about the same distance north of the I-84 Freeway. Nearby towns along the Columbia include Umatilla and McNary; six miles south on Highway 395 is Stanfield. Between Hermiston and Stanfield on the west of Highway 395 are the Hinkle-Feedville railroad yards. About eight miles to the east is the Cold Springs Reservoir Wildlife Refuge; about seven miles west is the U.S. Army Umatilla Ordance Depot. The climate of the area is semi-arid, characterized by a low annual percipitation (about eight inches). Vegetation consists of xeric grasses (grass which requires little moisture) and sagebrush. Trees are sparce, with scattered stands of introduced Black Locust and Russian Olive. The area provides habitat for game birds, songbirds, small mammals, rodents, and reptitles.

The Umatilla River flows north through Hermiston to the Columbia River and is tapped by numerous irrigation canals. Some of these canals cross the project section. In Hermiston (elevation 460', mean sea level), the dominant topographic feature is Hermiston Butte, which rises to 610 feet. Generally, though, the topography is flat to rolling, characterized by deposits of poorly sorted silts, sands, and gravels.

Currently the Hermiston-Boardman area is one of the fastest growing areas in Oregon. This growth can be traced to recent developments in irrigated agriculture and related agribusiness (e.g., food processing, food-processing equipment, wholesale packing facilities), energy generation, industrial facilities, and transportation facilities. Specifically, local growth has been attributed to the advent of the center-pivot irrigation system in the mid-seventies. The Oregon State Employment Division notes that, from 1970 to 1977, more than 100,000 acres were brought under irrigation in the Hermiston-Boardman area alone.*

Between 1960 and 1970, Hermiston grew from about 4,400 to 4,900 people, an increase of 11%. The Hermiston population in July 1977 was 7,575, an increase of about 55% in seven years. The populations of the surrounding communities, as well as Umatilla County, increased dramatically in that period. The greatest gains occurred in 1976 and 1977, reflecting economic development. From 1970 to 1975, the county population increased 7% from 44,900 to 48,200, while the population in western Umatilla County increased 15% from 13,200 to 15,200. The West County Framework Plan** predicts that these trends will continue. By 1995, Umatilla County is expected to grow by 40-60% over 1970 levels, and western Umatilla County is expected to grow by 120-135%.

In 1977, the East Central Oregon Association of Counties projected maximum populations for Hermiston and Umatilla County as listed in Table 5.

These maximums assume steady growth in irrigation, food processing and light industry, completion of proposed energy-generating facilities, construction of the Alumax aluminum reduction plant, expansion of the Ports of

---

*Annual Planning Report, Administrative District 12, 1977.

**Umatilla County Planning Department, 1978.

Morrow and Umatilla, and generally steady growth in other sectors of the economy such as forestry and wood products*.

The Umatilla County comprehensive plan, A Plan for Development, Umatilla County, was adopted in April 1972. In the interest of complying with the Land Conservation and Development Commission's statewide goals and guidelines, Umatilla County, in May 1978 adopted an amendment to the comprehensive plan, the West County Framework Plan. **

Parts I and II of the Comprehensive Plan for the city of Hermiston were developed in 1972. A revised plan was released in August 1978. Stanfield has adopted a plan, City of Stanfield, Oregon, Comprehensive Plan Implementation Measures, and Technical Report. This plan was approved by the County Planning Commission in June 1979, with some changes in the western portion of Stanfield's proposed urban growth boundary. Both Hermiston and Stanfield have sought to encompass parts of the Hinkle-Feedville railyards within their urban growth boundaries. The 1978 adopted plan for Hermiston, The Comprehensive Plan for the City of Hermiston, Oregon, notes that urban services will be provided only within city boundaries and that urbanization will be allowed only where sewer service can be provided. The plan also mentions that future urbanization may be limited by an inadequate water supply.

---

*East Central Oregon Association of Counties, Preliminary Population and Labor Force Projections: Morrow and Umatilla Counties. Technical Staff Report No. 3, 1977.

**The west county planning unit includes Hermistion, Stanfield Umatilla, and Echo.

TABLE 5

PROJECTED POPULATIONS

	1980	1985	1990	1995
Hermiston	9,950	12,400	13,150	14,950
Umatilla County	60,150	68,850	72,450	75,050

In the Hermiston plans, Highway 395, both north and south of the city, is designed to continue serving as a major arterial and truck route. The land use plan map of future transportation systems in the Hermiston area also shows improvements of other major arterials, many of which are slated for improvement within the next few years.

The policy of the 1978 Hermiston comprehensive plan is to allow the area adjacent to Highway 395 within the Urban Growth boundary to develop as a light and heavy industrial and commercial area. In short, then, this land is expected eventually to turn from agricultural to other land uses.

Local plans call for industrial use in the vicinity of the airport and "A" Line Canal. Land west of the highway near Hinkle has been set aside by Umatilla County for special consideration in ongoing land use planning because of its expected continued economic importance.

The project section has been zoned by Umatilla County and the cities of Hermiston and Stanfield. Zoning categories are mixed, but most of the land is zoned by the county for various levels of agricultural use. About 125 acres along the highway were annexed to the city of Hermiston a few years ago and are zoned for commercial use. Two parcels are zoned for industrial use by the county. The portion of the project section that is within Stanfield is zoned

*The west county planning unit includes Hermiston, Stanfield, Umatilla, and Echo.

for commercial use and is edged by land zoned for residential and light industrial use: these areas are already being developed.

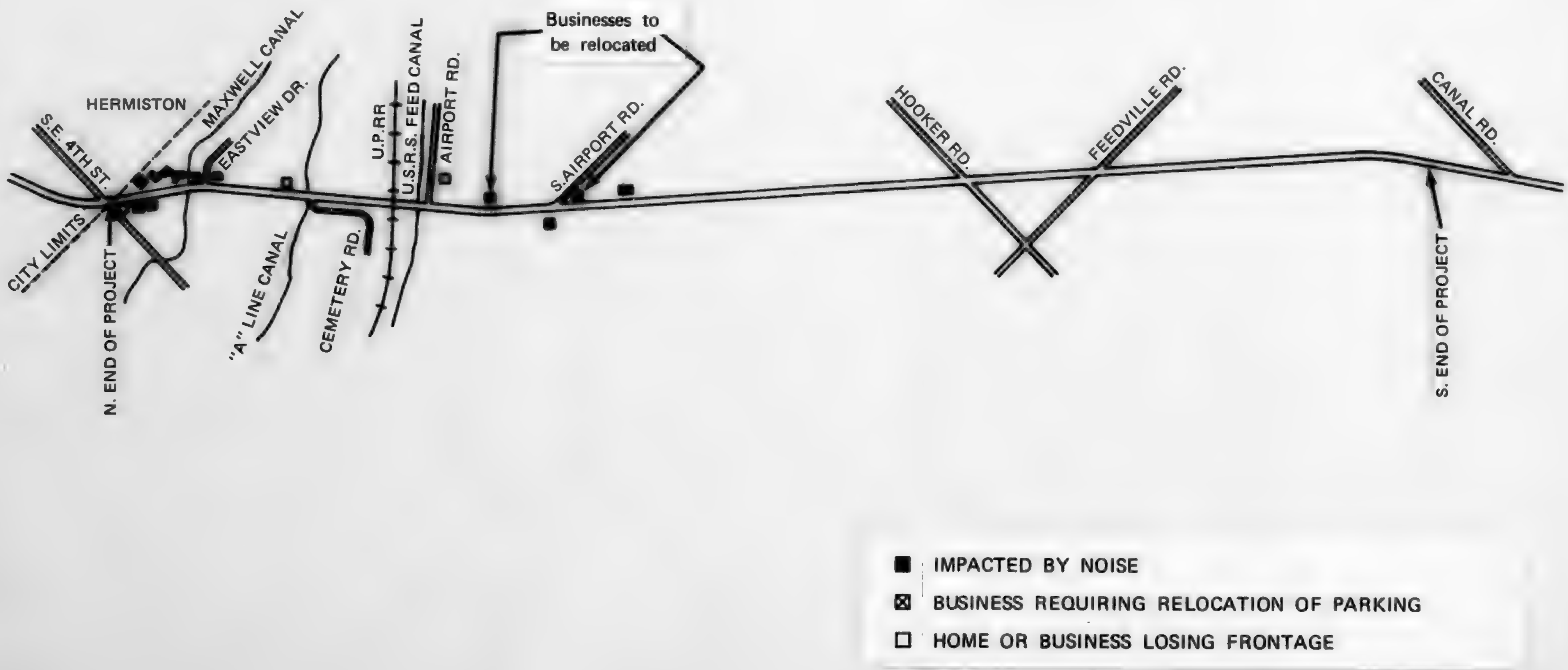
Immediately north of the project section, a multimillon dollar shopping center, Hermiston Plaza, has been constructed. Two new apartment buildings and a new residential subdivision have been developed near the northern terminus of the project section. A 300 unit residential development and new high school have been located near the southern terminus of the project section. Hermiston and Stanfield, in zoning land along the highway for commercial use, are anticipating and accommodating further strip development. Another new development along the project section is the Village Port Industrial-Office Park, just north of "A" Line Canal. Near the Airport Road intersection are a new veterinary clinic and a new mini-storage facility. Much of the remaining land is in agricultural use. There are some older, more established businesses along the section, including a gas station, a produce market, a truck repair shop, and a parts supply house. A few older, single-family dwellings remain alongside the newer homes of the Panorama Heights subdivision. Other important land uses are the Hermiston Muncipal Airport and the Hermiston cemetery. There is also a State-owned gravel pit west of the highway and an Oregon State University Agricultural Experiment Station.

Land Use, Economic, and Population Impacts

Land Use Impacts

Right-of-way — Additional highway right-of-way is required for the construction of the four lane roadway. (See Figure 4). One parcel has already been acquired through protective buying. Approximately 40 acres of land would be acquired from 36 properties. One business would be displaced a fresh fruit and produce market which can be reestablished on the remainder. Two businesses

FIGURE 4
RIGHT OF WAY IMPACTS


CITY LIMITS
S.E. 4TH ST.
N. END OF PROJECT
HERMISTON
MAXWELL CANAL
EASTVIEW DR.
"A" LINE CANAL
CEMETERY RD.
U.P.RR
U.S.R.S. FEED CANAL
AIRPORT RD.
Businesses to be relocated
S.AIRPORT RD.
HOOKER RD.
FEEDVILLE RD.
CANAL RD.
S. END OF PROJECT
■ IMPACTED BY NOISE
☒ BUSINESS REQUIRING RELOCATION OF PARKING
☐ HOME OR BUSINESS LOSING FRONTAGE

would lose some parking, which can be restored on the remaining property. No residences would be displaced, although four residential frontages near the Panorama Heights subdivision would have some landscaping removed. Remaining properties would not be appreciably impacted by right-of-way acquistion. Utilities and the Union Pacific Railroad tracks would be temporarily affected while the railroad overpass is widened and modified. Appropriate permits would be required, and road approaches would be reestablished. Although the project would improve access to the Hermiston Municipal Airport, the right-of-way would encroach upon one runway clear zone. Therefore, design of this project must be coordinated with appropriate local, State, and Federal authorities. This project would have no effect on the cemetery.

The Farmer's Market produce business would be relocated according to requirements of the Uniform Relocation Assistance and real property Acquisition Policies Act of 1970 as stated in of the Oregon State Highway Division pamplet, Moving Because of Highway or Public Projects?.

Access. — The left-turn lane provided at the northerly unit of the section would provide safer access to adjacent developments. The ultimate four-lane facility may tend to encourage extension of the urban growth boundaries, but such a change would be subject to local land use planning processes. In this regard, the comprehensive land use plan in effect will control future decisions affecting land use adjacent to the highway.

Economic and Population Impacts The distribution of population in the area is not likely to be affected by the project. The trend already established for strip development, may contribute to construction of adjacent residential subdivisions, but such change would be controlled by local land use plans. Most lands near the project section are suited for urbanization due to the proximity of the city services and due to conditions of the land itself. It is likely that most development will occur whether or not the proposed facility is upgraded.

Economic development would also be largely independent of this project, though highway access would be improved with Stage two and would tend to encourage businesses to locate along Highway 395.

There may be temporary disruptions of trade during construction for businesses along the project section.

Land acquired for right-of-way would be lost to the city and County tax rolls. However, as land values increase along the project section — assuming both inflation and increasing demand for urbanization — nearby properties would bring in more tax dollars. For the owners of nearby land, this would mean increases in both the value of their land and the amount of their property taxes. These factors may urge owners to sell, perhaps contributing to the extension of urbanization.

Construction costs have been estimated for each phase of the project. These estimates do not include right-of-way costs and are figured in present-day dollars. The estimates are given in Table 6 as follows:

TABLE 6
COST ESTIMATES*

Phase 1	$3,600,000.00
Phase 2	$2,400,000.00

* 1979

Social Impacts

This project would have no significant adverse impacts on such groups as the racial, religious or ethnic minorities; elderly; school-aged children; the handicapped, the poor; and nondrivers or others without private transportation.

Public Services Impacts

Public services such as fire protection, police protection, and ambulance service will be improved when the final four-lane widening of Stage 2 is complete. However, the initial improvements of Stage 1 would likely improve such services somewhat.

Historic Structures and Sites

The State Historic Preservation Office was contacted for information concerning properties on the National Register of Historic Places or on the Statewide Inventory of Historic Sites and Buildings. Local residents were interviewed regarding any possible structures or sites of historic interest. These consultations resulted in the determination that there are no properties in the project area which are listed, nominated or eligible for the National Register of Historic Places or listed in the Statewide Inventory of Historic Sites and Buildings. In addition, no local farms have been identified by the Oregon Century Farm Program. Organizations concerned with historic preservation have not identified any sites or structures of local historic interest in the area adjacent to the project.

Archeological Resources

Prior to pioneer settlement, the Hermiston-Stanfield area was inhabited in earlier centuries by the Moses-Columbia tribe and, in the 18th Century, the Umatilla tribe of the Salish Indian family. Lands in the vicinity of the Columbia and Umatilla Rivers are regarded as generally high-density areas for discovery of archeological sites.

Depending upon final design, an archeological reconnaissance survey may be required. If this procedure is deemed necessary, a survey would be conducted by the Oregon State Museum of Anthropology at the Unversity of Oregon.

Any archeological materials removed from the site would be recorded and preserved by the Museum, which is the official Oregon depository for the Smithsonian Institution.

All site mapping and evaluation and any recommended salvage and/or other mitigative measures would be completed prior to initiation of any construction activities.

Archeological surveys and salvage and/or other mitigative measures would be coordinated and approved by the Historic Preservation Office. A letter of clearance for construction of the project would be forthcoming from this office upon completion of any required archeological procedures.

Geologic, Soils and Hydrologic Impacts

Geology

The predominant soil series in the project area are the Ephrata and Rupert series.* The local high-water table can create a ground water pollution hazard, particularly during the irrigation season, which would also be the construction season. East and west of the project section, mostly in the northern part of the project section, there are areas where a high-water table and hardpan limit development. There may be high ground water areas encountered along the project section. Within such areas any shallow excavation may encounter ground water, and special precautions may be needed to protect excavated slopes. There are no known geologic hazards in the project area, and there appear to be no problems with foundation strength.

---

*Ephrata soils consist of fine, sandy loam over gravel and sandy soils. Drainage is moderately rapid, and the soils are subject to wind erosion. Rupert soils are formed from sandy alluvial deposits -- principally of basalt, quartz, and granite. Permeability is rapid, and wind erosion can be a problem.

Soils

According to the U.S. Soil Conservation Service's soil capability classes, soils in the Hermiston area are generally Class IV soils. The area is moderately well suited for cultivated crops, pasture, and range. Hermiston area soils are readily tillable and are productive when well irrigated. Most of the crops grown here -- alfalfa, corn, mint, watermelons, and potatoes -- are irrigated crops rather than dryland crops. Ephrata soils, such as those in the project area, are well suited to irrigated crops, dryland grains, and grazing; Rupert soils, like those in many nearby areas, are well suited to irrigated hay crops, pasture, and lands.

Class I through IV soils are judged as prime farmland. Lands in which such soils occur are subject to provisions of the Land Conservation and Development Commission, goal 3, "Agricultural Lands."

In Phase 1, about 69,500 cubic yards of material would be excavated of which 27,000 cubic yards could be used for embankment. Approximately 32,000 cubic yards of excess would be generated. This amount could be temporarily disposed of at a site along the highway right-of-way north of the Union Pacific Railroad tracks. Later it could be used during Phase 2, when the highway is widened to four lanes.

In Phase 2, about 53,000 cu.yd. would be excavated, of which 37,000 cu. yds. could be used for embankment. About 8,000 cu. yds of excess will be generated, which could be placed at the State-owned materials source west of the highway across from Hermiston Municipal Airport. It could be used to reshape previous excavations at this materials site.

Hydrology

Three bridges would be replaced in this project, one over Maxwell Canal, one over "A" Line Canal, and one over the US Feed Canal.

Maxwell Canal diverts water from the right bank of the Umatilla River about seven miles upstream from Hermiston and supplies water to the Umatilla Project of the Bureau of Reclamation. At times it is supplied water from Cold Springs Reservoir. The canal usually flows during the irrigation season and the flow varies greatly during the season. According to the State Engineer's Surface Water Records and Precipitation Records of Oregon, since 1921 the maximum flow in the canal was 114 cubic feet per second (cfs) in May and June 1955. The Hermiston Irrigation District expects that the existing bridge waterway is adequate for flows, so no enlargement of the canal is planned.

In "A" Line Canal, flow varies greatly throughout the year, with no flow at times. Water in the canal may flow either to the Umatilla River or down Maxwell Canal. In the period of record, since 1929, maximum flow was 61 cfs in May 1953 and June 1954. No future enlargement of the canal is planned.

The US Feed Canal diverts water from the right bank of the Umatilla River 1.5 miles southeast of Echo and delivers it to Cold Springs Reservoir of the Hermiston Irrigation District. Water usually flows in the canal from November to July with no flow at times during July through October. The maximum recorded discharge was 366 cfs in 1928. Flow is closely regulated, so the canal would not be permitted to overflow. No enlargement of the canal is needed at this time, according to the Hermiston Irrigation District.

For the new bridges over Maxwell Canal, "A" Line Canal, and the US Feed Canal, clear spans would be built; the openings would match the existing waterways as much as possible. Flow velocities are low enough so that erosion protection should not be needed. Because the structures would be clear spans and flow velocities are low, water quality should not be a problem on this project.

Biological Impacts

In this transitional area -- an agricultural area that is rapidly being urbanized — there would be little wildlife habitat affected. A scant amount of cultivated land would be acquired. Although this land provides habitat for small mammals, rodents, reptiles, and birds, there is ample similar habitat nearby east and west of the highway.

No wildlife refuges or wetlands would be adversely affected by this project.

Construction Impacts

There would be the usual noise, dust, and vibration associated with construction. Construction procedures would adhere to the Oregon Transportation Commision's Standard Specifications for Highway Construction (1974) to minimize such effect on residents and workers. Construction detours and delays would be necessary to handle traffic, but inconvenience would be minimal.

Bikeways

No bikeway is under consideration for this project. There are no logical termini for a bikeway along this section, so none is being proposed. However, the shoulders would provide area for bicycles.

Air Quality Impacts

The project is located in the eastern Air Quality Control Region (AQCR)*, No 191. No ambient air quality data is available for the immediate project area, however, data are available for Total Suspended Particulates (TSP) and Sulfur Dioxide (SO_2) for the Pendleton area. A review of this data indicates the Pendleton area sulfur dioxide concentrations to be well within the National Ambient Air Quality Standards (NAAQS), see Table 7. The TSP data shows the Pendleton area to be in violation of the NAAQS. The DEQ has determined that naturally entrained dust is the primary cause of these violations and has essentially considered the area to meet the particulate standard. Violation of the standards by other pollutants, such as carbon monoxide, ozone, hydrocarbons, nitrogen oxides, and lead particulate, would not be expected due to the topography and meterology of this area.

---

*Oregon has been divided into five Federal Air Quality Control Regions due to the obvious differences in economics, demographic features, meteorology, and the nature of the air pollution problems within the state.

To determine the air quality impact, the critical year** is determined using a computer program (EMCAL8). The critical year was determined to be 1982 using computer imput of motor vehicle pollutant emission rates, automobile and truck volumes, and traffic speeds for the proposed project.

Another computer program (TOTLEM8) calculated the total emissions for the project area (see Table 8). TOTLEM8 predicts the quantities of carbon monoxide and hydrocarbon pollutants will decrease by the year 2000 as a result of improved motor vehicle emission controls. The Build Alternative would reduce the pollutant emissions even more than the No-Build Alternative due to the improved traffic flow and increased traffic speed.

However as the speed of the traffic is increased, the nitrogen oxides pollutant increases proportionately. Nitrogen oxides react with hydrocarbons in the presence of sunlight to form ozone and other photochemical oxidants. A review of literature shows that by decreasing the hydrocarbon concentration substantially, the resultant concentration will be lowered, even with increases

**The critical year is the year of maximum air quality impact after the project is completed.

TABLE 7

NATIONAL AMBIENT AIR QUALITY STANDARDS (NAAQS) AND STATE OF OREGON AIR QUALITY STANDARDS[f]

Pollutant	Averaging Time	Federal Standards		State of Oregon Standards
		Primary (Health)	Secondary (Welfare)	
Suspended Particulate Matter (TSP)	Annual Geometric Mean	75 ug/m^{3}[d]	60 ug/m^3	60 ug/m^3
	24 Hours[a]	260 ug/m^3	150 ug/m^3	150 ug/m^3
	Monthly[b]	—	—	100 ug/m^3
Carbon Monoxide (CO)	8 Hour[a]	10 mg/m^3[e]	10 mg/m^3	10 mg/m^3
	1 Hour[a]	40 mg/m^3	40 mg/m^3	40 mg/m^3
Sulfur Dioxide (SO_2)	Annual Arithmetic Average	80 ug/m^3	None	60 ug/m^3
	24 Hour[a]	365 ug/m^3	None	260 ug/m^3
	3 Hour[a]	None	1300 ug/m^3	1300 ug/m^3
Ozone (O_3)	1 Hour[c]	240 ug/m^3	240 ug/m^3	160 ug/m^3
Nitrogen Dioxide (NO_2)	Annual Arithmetic Average	100 ug/m^3	100 ug/m^3	100 ug/m^3
Lead	Monthly	—	—	3 ug/m^3
	Quarterly	1.5 ug/m^3	—	1.5 ug/m^3

Notes:

[a] Not to exceed more than once per year.
[b] 24 hour average not more than 15% of the time.
[d] ug/m^3 = micrograms per cubic meter.
[e] mg/m^3 = Milligrams per cubic meter.
[c] Not to be exceeded on more than one day per year.

[f] A guideline standard exists for non-methane hydrocarbons; it is 160 ug/m^3 averaged over 3 hours for the 6 A.M. to 9 A.M. period. This standard was established because of the link to O_3. Considering the new techniques for determining O_3 levels it is probably obsolete.

TABLE 8

TOTAL EMISSIONS

Project Alternatives	STUDY YEAR	CARBON MONOXIDE		HYDROCARBONS		NITROGEN OXIDES	
		Tons/yr	Percent	Tons/yr	Percent	Tons/yr	Percent
No Build Alternative	1976	609.78	95.7	78.41	107.1	64.20	93.9
	1980	637.16	100.0	73.19	100.0	68.35	100.0
	1990	359.89	56.5	31.10	42.5	48.69	71.2
	2000	447.74	70.3	34.04	46.5	67.22	98.3
Build Alternative Phase 1	1980	572.21	89.8	66.95	91.5	74.80	109.4
	1990	351.96	55.2	28.01	38.3	61.86	90.5
	2000	405.54	63.6	29.73	40.6	71.60	104.8
Build Alternative Phase 2	1990	349.06	54.8	27.61	37.7	71.09	104.0
	2000	375.08	58.9	25.86	35.3	93.24	136.4

Percent shows each alternative relative to the following alternative and year NO BUILD 1980

in nitrogen oxides concentration*. This then, is the case for the project area where the hydrocarbon emissions are lowered substantially for all alternatives while the nitrogen oxides emissions remain at the same existing levels or increase, depending upon the alternative.

Lead emissions are also expected to decrease as the usage of fuels containing lead additives is reduced.

Since no ambient carbon monoxide data was available for the project area, a FHWA Technical Advisory, T6640.4 nomographic procedure was used to estimate one-hour carbon monoxide concentrations. CO concentrations were calculated using worst case variables — a perpendicular wind angle; wind speed of one meter per second; and a receptor distance** of ten meters, (see Table 9). The predictions indicate that under worst case conditions and assuming a nominal ambient background CO concentration of two milligrams per cubic meter, even a two fold increase in the predicted values will result in concentrations below the maximum standard value. Given this information, the proposed project is consistent with the State Implementation Plan (SIP) and Clean Air Act in that the project does:

1. Not exacerbate any existing violations of air quality standards.
2. Not contribute to a violation of air quality standards for a pollutant which at present attains to the air quality standards.
3. Not delay the attainment of air quality standards.
4. Not interfere with the maintenance of air quality standards, once the standards are attained.
5. Include all appropriate provisions of the SIP to implement air quality standards including transportation control measures to reduce vehicle miles travelled. Other transportation control measures (such as mandatory inspection and maintenance of vehicles) to reduce pollutant emissions were not considered in the air quality analysis for this project located in northeastern Oregon.

Air Quality Impacts during Construction

Local air quality within the project area could be adversely affected by the actual construction of the project. Because of the violations of TSP standards, due to naturally occuring wind blown dust, caution will be taken to reduce the fugitive dust problem during construction, (i.e., spraying water over the construction area).

---

*J. D. Caplan, "Smog Chemistry Points Way to Rational Vehicle Emission Controls", SAE Transactions; Vol. 74; 1966.

**Receptor distance is the distance fro mthe edge of the roadway to where people would be working, playing, etc.

TABLE 9

Carbon Monoxide Nomograph Estimations

Year	Alternative	Emission Factor gm/veh-mi	Volume Veh/Hr	CO Concentration (mg/m) Predicted	2 x Pred.	+ 2 mg/m
1982	No-Build	53.38	632	3.7	7.4	9.4
	Build Phase 1	47.74	632	3.3	6.6	8.6
1990	No-Build	36.74	640	2.6	5.2	7.2
	Build Phase 1	33.28	640	2.4	4.8	6.8
	Build Phase 2	32.65	640	2.3	4.6	6.6
2000	No-Build	32.51	830	3.0	6.0	8.0
	Build Phase 1	29.44	830	2.7	5.4	7.4
	Build Phase 2	27.68	830	2.5	5.0	7.0

* Peak hour traffic volume.

Noise Impacts

Sound measurements were taken at two locations along the highway (Table 10). These locations were typical of the project area in that Site 1 was in a residential area near the north end of the project and Site 2 was in a rural, open area near the south end of the project. Traffic noise is the dominant sound source along the project. Light aircraft make only minor contributions to the overall sound environment. The evaluation of traffic noise is required by the Federal Highway Administration through Federal-Aid Highway Program Manual 7-7-3. There are two methods by which traffic noise impacts can be determined:

1) Design Noise Levels - Design noise levels are established by the Federal Highway Administration according to various types of land

use (see Appendix A). Activity Category "B" is of special concern since it includes the exterior noise levels at residences, churches, schools, and parks. The design noise level for this category is L_{eq} 67 dBA.*

The design noise levels are compared with the traffic noise projections. Traffic noise impacts are determined when the projected noise levels reach or exceed the design level for the land use under consideration.

2) Noise Increase Criteria - When the predicted traffic noise exceeds the existing sound levels by 10 dBA or more, a traffic noise impact is said to occur.**

Both sets of impact criteria are applied in this report.

Traffic noise projections were made with the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model. This model computes noise levels using auto volume, truck volume, vehicular speed, and distance from the roadway. An analysis of traffic noise created during the peak vehicular hour and the peak truck hour showed the peak truck hour to create the louder condition. The traffic data for this period is shown in Table 11.

---

*The L_{eq} is an equivalent continuous sound level which would contain the same energy as a time varying sound of the same duration. It is measured in decibels with an A-weighted frequency response (dBA). The A-weighting closely matches the hearing characteristics of the human ear.

**Sound level increases of about 3 dBA can be assumed to be the smallest change detectable by people. A 10 dBA increase is usually perceived as a doubling of loudness.

TABLE 10

Existing Noise Levels

Site No.	Hourly Traffic Volume	Distance from Centerline	L_{eq} Level
1	580 Autos 115 trucks	75 feet	68 dBA
2	530 Autos 95 trucks	100 feet	64 dBA

The projections show that in 1980 the No-Build Alternative creates traffic noise levels at 50 ft. from road centerline that are louder than the design level of L_{eq}67 dBA (See Table 12). The Build Alternative will increase the traffic noise levels in 2000 by 3-4 dBA when compared to the No-Build Alternative.

The location of the design noise level contour (L_{eq} dBA) is 70-80 feet from road centerline (see Table 13). The Build Alternative will extend the contour out to 125-150 feet.

The number of residences, apartments, and motels impacted by traffic noise was tabulated. The results, indicate that there will be 4 impacts under the No-Build Alternative in 1980 and 6 in the Year 2000 (see Table 14). The Build Alternative will increase the number of impacts to 12 by the Year 2000.

Mitigation of Noise Impacts

Reduction of sound levels may be accomplished with sound barriers, such as suitable walls or earthen berms. To be effective, sound barriers must be high enough to break the line-of-sight between the sound source and the sound receiver. They should be long enough or situated to prevent the flanking of sound around the ends of the barrier. The barriers must also be designed so

TABLE 11
PEAK TRUCK HOUR TRAFFIC

SECTION	YEAR	NO BUILD ALTERNATIVE			BUILD ALTERNATIVE					
					PHASE 1**			PHASE 2***		
		VOL*	TRK	SPD	VOL	TRK	SPD	VOL	TRK	SPD
S.E. 4th to S.E. Airport Rd.	1976	480	75	36						
	1980	550	80	33	550	80	41			
	1990	550	75	33	550	75	41	550	75	50
	2000	720	95	30	720	95	36	720	95	50
S.E. Airport Rd. to Hooker Rd.	1976	450	70	37						
	1980	520	80	34	520	80	43			
	1990	520	70	34	520	70	43	520	70	55
	2000	680	90	31	680	90	37	680	90	55
Hooker Rd. to Canal Rd.	1976	450	70	37						
	1980	520	80	34	520	80	43			
	1990	520	70	34	520	70	43	520	70	55
	2000	680	90	31	680	90	37	680	90	55

*Total Volume of Vehicles

**The 1ST phase includes four-lanes from S.E. 4th to A-line Canal, three lanes from A-Line Canal to N. Airport Road, three lanes from N. Airport Road to S.E. Airport Road, and two-lanes from S.E. Airport Road to Canal Road.

***The 2ND phase is a four-lane for the entire project.

TABLE 12

L_{eq} LEVELS AT 50 FT. FROM ROAD CENTERLINE

	No Build Alt.		Build Alt.
	1980	2000	2000
S.E. 4th St.-Airport Rd.	69 dBA	70 dBA	73 dBA
Airport Rd.-Hooker Rd.	70 dBA	70 dBA	74 dBA
Hooker Rd.-Canal Rd.	70 dBA	70 dBA	74 dBA

TABLE 13

L_{eq} 67 dBA CONTOUR DISTANCE FROM ROAD CENTERLINE*

	No Build Alt.		Build Alt.
	1980	2000	2000
S.E. 4th St.-Airport Rd	70 ft.	80 ft.	125 ft.
Airport Rd.-Hooker Rd.	80 ft.	80 ft.	150 ft.
Hooker Rd.-Canal Rd.	70 ft.	70 ft.	150 ft.

*Assuming no acoustic shielding from topography or buildings.

that significant amounts of sound cannot pass through the barrier and reach the receiver.

Generally, residences have access directly to the highway. These accesses would leave gaps in a sound barrier that would allow significant amounts of traffic noise to pass through. Such a barrier would be ineffective.

Three impacted areas are in locations where sound barriers could be effective. The first area includes three impacted residences near Sta. 327 which have their main access to the highway on the north. One residence has a direct access, which could be eliminated. A barrier could then be placed to eliminate the impacts at all three residences. The sound barrier needed to eliminate the traffic noise impacts would be 400 ft. long and 8 ft. high. This barrier would reduce traffic noise levels by 6-8 dBA resulting in noise levels below the design noise level in 1980 and 2000. The sound barrier would cost an estimated $39,000, approximately $13,000 per residence and $1,850 per dBA reduction per residence (excluding the cost of closing the second access). The barrier would have to be a wall since there is insufficient room on the road shoulder for an earth berm.

TABLE 14

TRAFFIC NOISE IMPACTS

	No Build Alt.		Build Alt.
	1980	2000	2000
S.E. 4th St.-Airport Rd.			
Residences	3	4	9
Apartments	0	1	2
Motels	1	1	1
Airport Rd.-Hooker Rd.			
Residences	0	0	0
Hooker Rd.-Canal Rd.	0	0	1

The second area involves one impacted residence. The access to the highway is also to the north. The required sound barrier would be 400 ft. long and 8 ft. high and could reduce traffic noise by 7 dBA resulting in noise levels under the design noise level. The sound barrier would cost $39,000 which results in a cost per dBA reduction of $5,570. The sound barrier would have to a be wall, located along the road shoulder since there is insufficient room for earth berms.

The third area involves one impacted residence at Sta. 399, just south of S. Airport Road. The required sound barrier would be 1100 feet long and 10 feet high and could reduce traffic noise by 5 dBA resulting in noise levels under the design noise level. The second barrier would cost $130,000 which results in a cost per dBA reduction of $26,000. The barrier could be an earth berm or a wall.

The three residences, located in the first area in a single lot two of which are mobile homes, could be protected by a sound barrier. The owner is negotiating to sell this lot for commercial development. Since the residences will be removed and the lot developed commercially in the near future, it is not practical to mitigate traffic noise impacts at this location with a sound barrier. Therefore, no mitigation is proposed.

The sound barriers proposed to mitigate traffic noise impacts at the single residences in the second and third areas are quite costly and are judged impractical. Therefore no mitigation is proposed.

If any residences are located on the remaining properties, they should be placed at least 150 feet from the road centerline. This distance would insure that traffic noise levels would remain below the design noise level (L 67_{eq} dBA) in the year 2000.

Predicted traffic noise levels are in conflict with the FHWA design noise level for Activity Category "B". The appropriate land-use planning agency is urged to be aware of the potential noise impact up to 150 feet from the roadway centerline and that land use plans, zoning, and building code requirements be compatible with the noise environment.

Areas adjacent to the project would be exposed to additional noise during construction. This noise would be emitted by construction equipment. Although of a temporary nature, the additional noise can be quite annoying. This is especially true during the quieter night-time hours. Therefore, construction time constraints will be included in the construction specifications as follows:

> "Construction activities within 1,000 ft. of any occupied residences will not be allowed on Sundays, legal holidays, or on other days between 10:00 p.m. and 6:00 a.m. Exceptions to this provision can be provided by the resident engineer."
>
> "Pile driving or blasting activities within 3,000 ft. of any occupied residence will not be allowed on Sundays, legal holidays, or on other days between 8:00 p.m. and 8:00 a.m. Exceptions to this provision can be provided by the resident engineer."

Coordination with Agencies and the Public

To date, the public has been consulted by means of the hearing held in Stanfield on August 3, 1972, to discuss design of the project. Another public hearing was held February 13, 1980 following the release of the Draft Negative Declaration. The testimony received at the hearing was in support of the Build Alternative. This testimony also indicated that some highway design modifications were desirable. These modifications were that the four-lane portion of the proposal should be extended, and an alignment shift should be made to reduce the right of way taking from the westerly side of the existing highway. These changes have been incorporated in the project and are part of the Final Negative Declaration.

Local governments -- namely, Umatilla County, Hermiston, and Standfield — have been consulted on numerous occasions in the course of developing this project. See the earlier discussion, "History of the Project", for a summary of public and agency contacts on this project.

Construction and design of this project will be coordinated with the Oregon Aeronautics Divsion (DOT), the city of Hermiston, and the Federal Aviation Administration to minimize detrimental effects on the Hermiston Municipal Airport.

BASIS FOR NEGATIVE DECLARATION

This project is not expected to cause significant adverse changes in land use, planned growth, development patterns, transportation services, or natural or human-made resources. The project may contribute to ongoing trends toward urbanization of land presently in agricultural use. The project will not require taking of any parklands or wetlands, nor will it in any way affect such lands. The project will not have a significant adverse effect on air quality, noise, or water quality. There will be long-term increases in traffic volumes, which will occur with or with out this project.

It is concluded that this project constitutes a "major action," as defined in the Federal-Aid Highway Program Manual, volume 7, chapter 7, section 2, and that implementing the proposed action will not have significant impact upon the quality of the human environment.

E S Hunter
Assistant State Highway Engineer

9-2-80
Date

E J Halach
Federal Highway Administration Official

9-9-80
Date

APPENDIX A

FEDERAL HIGHWAY ADMINISTRATION NOISE GUIDELINES

Activity Category	Design Noise Level L_{eq}	L_{10}	Description of Land-Use Category
A	57 dBA (Exterior)	60 dBA (Exterior)	Tracts of lands where serenity and quiet are of extraordinary significance and serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks, open spaces, or historic districts which are dedicated or recognized by appropriate local officals for activities requiring special qualities of serenity and quiet.
B	67 dBA (Exterior)	70 dBA (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas, and parks which are not included in Category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 dBA (Exterior)	75 dBA (Exterior)	Developed lands, properties or activities not included in Category A or B above.
D			For requirements on undeveloped lands see paragraphs 11a and c.
E	52 dBA (Interior)	55 dBA (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Source: U.S. Dept. of Transportation, Federal Highway Administration PPM 90-2, Noise Standards and Procedures, (Transmittal 205, July 28, 1976).

APPENDIX B

LEVELS OF SERVICE ON ARTERIAL STREETS

As defined by the 1965 Highway Capacity Manual

Level of Service "A" -- Free flow (relatively; some stops will occur). Average travel speed above 30 mph.

Level of Service "B" -- Stable flow (slight delays). Average travel speed 25-30 mph.

Level of Service "C" -- Stable flow (acceptable delays). Average travel speed 20-25 mph.

Level of Service "D" -- Approaching unstable flow (delays tolerable). Average travel speed 15-20 mph.

Level of Service "E" -- Unstable flow (congestion, short periods of stoppages). Average travel speed approximately 15 mph.

Level of service "F" -- Forced flow (jammed; stop-and-go). Average travel speed less than 15 mph.

Average Travel Speed - The summation of distances traveled over a street section during a specified period of time, divided by the summation of over all travel times.

10,010

STATE OF OREGON

INTEROFFICE MEMO 54 1

TO: Duane O. Christensen
Final Design Engineer

DATE: August 25, 1980

FROM: D. E. Swan D E Swan
Operation Programming Engineer

SUBJECT: Hermiston-Stanfield N.C.L.
Umatilla-Stanfield Highway
Umatilla County

Your memo of August 11 concerned a funding problem on this project.

Because of design changes which have increased the project's cost to $7,621,000, this project will have to be postponed until the Fiscal 4th Quarter of 1982. Funds for the increased cost will have to come from the Stanfield N.C.L.-Stanfield Interchange project. This will cause the Stanfield N.C.L.-Stanfield Interchange job to be postponed until the Fiscal 4th quarter of 1983.

DES:pf

cc: E. S. Hunter
W. E. Schwartz

REFERRED TO
Beard ✓ Stoudenmeyer
Cole Mann AEM
Eriksen Watson
Hager Dorn Leu
Return [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

2 Versteeg ✓
Anderson
1 Christensen Don
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 27 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring ___/___/___
Action

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Hermiston - Stanfield N.C.L
Highway Umatilla - Stanfield County Umatilla Prefix
Length Miles 3.52 Designer AH Date Aug. 80
Signed Title

Grading & Drainage		$ 1,633,300.00	
Surfacing		$ 2,562,000.00	PMBB
		— 2,215,750.00	C.T.B
Extra Work			
Adjust Mail Boxes	$ 800.00		
Signing	$ 4,500.00		
Striping	$ 5,500.00		
	$		
	$		
	$		
	$		
	$		
	$		
	$		
TOTAL EXTRA WORK		$ 16,800.00	
TOTAL	— CTB 3,859,850.00	$ 4,206,100.00	PMBB
+ 20 % Engineering and Contingencies	— CTB 772,000.00	$ 841,200.00	PMBB
Structures			
4 Structures	$ 1,163,000.00		
	$		
	$		
	$		
TOTAL STRUCTURES		$ 1,163,000.00	
Right of Way		$	
TOTAL ESTIMATED COST	PMBB	$ 6,210,300.00	
	— C.T.B.	$ 5,794,850.00	

REGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date Aug. 1980

Section Hermiston-Stanfield N.C.L.
County Umatilla
Kind Of Work Grading & Paving
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Furnish Field Lab Building		Each		3,500.00	3,500.00
	Mobilization		All		8%	310,773.0
	Temp. Prot. & Dir. Of Traffic		All		3%	113,141.00
	Flagmen		Hour	1550	22.00	34,100.00
	Clearing & Grubbing		All			18,000.0
	Removal Of Struct. & Obstructions		All			24,000.0
	Ditch Excavation		C.Y.	20	10.00	200.0
	General Excavation		C.Y.	95,230	5.50	523,765.0
	Borrow Excavation		C.Y.	40,635	6.00	293,810.0
	Trench Excavation		C.Y.	1700	10.00	17,000.0
	Finishing Roadbed & Slopes		Mile	3.52	7500.00	26,400.0
	Watering		M-Gal	1600	10.00	16,000.0
	Plant Mix Aggregate Base		Ton	38,250	9.00	344,250.00
	Treated Base (PMBB)		Ton	61,500	12.50	768,750.0
	Asph. In Bit. Base Mixture		Ton	3,380	225.00	760,500.0
	Class "B" Asph. Conc. Mix.		Ton	25,200	12.50	315,000.0
	Asph. Cement In Mixture		Ton	1,640	225.00	369,000.00
	Asph. In Tack Coat		Ton	15	300.00	4,500.0
	12" Culvert Pipe		Lin. Ft.	450	16.00	7,200.0
	18" Culvert Pipe		Lin. Ft.	1,375	22.00	30,250.0
	12" Sewer Pipe		Lin. Ft.	3,200	16.00	51,200.0
	18" Sewer Pipe		Lin. Ft.	1,200	22.00	26,400.0
	8" Irrigation Pipe		Lin. Ft.	400	9.00	3,600.0
	12" Irrigation Pipe		Lin. Ft.	550	16.00	8,800.

REGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date Aug. 1980

Section Hermiston - Stanfield N.C.L.
County Umatilla
Kind Of Work Grading & Paving
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	15" Irrigation Pipe		Lin, Ft.	90	19.00	1,710.00
	Concrete Diversion Box		Each	6	2,100.00	12,600.00
	8" Galv. Distribution Gate		Each	6	24.00	144.00
	12" Galv. Distribution Gate		Each	1	30.00	30.00
	15" Galv. Distribution Gate		Each	1	32.00	32.00
	15" Canal Gate Valve		Each	1	190.00	190.00
	Inlets Type "G-1"		Each	25	500.00	12,500.00
	Concrete Curb, Type "A" Modified		C.Y.	490	130.00	63,700.00
	Guard Rail, Type "2 A"		Lin, Ft.	3600	13.00	46,800.00
	Guard Rail, Type 3		Lin, Ft.	400	30.00	12,000.0
	Anchors, Type 1		Each	18	350.00	6,300.0
	Rail End Pieces, Type C		Each	18	160.00	2,880.0
	Extra For Asph. Approaches		Each	25	175.00	4,375.00
	Manhole, Type "B"		Each	1	1500.00	1,500.0
	Paved Culvert End Slopes		Sq. Ft.	200	10.00	2,000.00
	Seeding & Mulching		Acre	12	700.00	8,400.00
						4,195,300.0

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIM

Sheet 1 of 3 Sheets

Section Hermiston - South Airport Road
Highway Umatilla - Stanfield County Umatilla Prefix
Length Miles 1.4 Designer AH Date Aug. 1980
Signed Title

Grading & Drainage		$ 917,650.00
Surfacing		$ 1,040,550.00 PMB 897,000.00 CTB
Extra Work		
Adjust Mail Boxes	$ 700.00	
Signing	$ 4,500.00	
Striping	$ 3,500.00	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 8,700.00
TOTAL	CTB 1,823,350.00	$ 1,966,900.00 PMB
+20 % Engineering and Contingencies	CTB 364,650.00	$ 393,400.00 PMB
Structures		
4 Structures	$ 1,163,000.00	
	$	
	$	
	$	
TOTAL STRUCTURES		$ 1,163,000.00
Right of Way		$
TOTAL ESTIMATED COST	PM.B.B.	$ 3,523,300.00
	C.T.B.	# 3,351,000.00

3,600 00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date Aug. 1980

Section Hermiston - S. Airport Rd.
County Umatilla
Kind Of Work Grade, Pave & Structures
Length 1.4
Name AH

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Furnish Field Lab. Building		Each		3,500.00	3,500.00
	Mobilization		All		8%	
	Temp. Prot. & Dir. Of Traffic		All		3%	52,800.0
	Flagmen		Hour	1000	22.00	22,000.00
	Clearing & Grubbing		All			14,000.0
	Removal Of Struct. & Obstructions		All			18,000.0
	Ditch Excavation		C.Y.	20	10.00	200.0
	General Excavation		C.Y	26,500	5.50	145,750.0
	Borrow Excavation		C.Y.	36,000	6.00	216,000.
	Trench Excavation		C.Y.	1,100	10.00	11,000.
	Finishing Roadbed & Slopes		Mile	1.4	7500,00	10,500.0
	Watering		M-Gal	800	10.00	8,000.00
	Plant Mix Aggregate Base		Ton	13,500	9,00	121,500.
	Treated Base P.M.B.B.		Ton	25,200	12.50	315,000.0
	Asph. In Bit. Base Mixture		Ton	1,390	225,00	312,750.00
	Class "B" Asph. Conc. Mixture		Ton	10,650	12.50	133,125.00
	Asph. Cement In Mixture		Ton	695	225.00	156,375.0
	Asph. In Tack Coat		Ton	6	300.00	1,800.0
	12" Culvert Pipe		Lin. Ft.	350	16.00	5,600.00
	18" Culvert Pipe		Lin. Ft.	216	22.00	4,752.00
	12" Sewer Pipe		Lin. Ft.	3,200	16.00	51,200.0
	18" Sewer Pipe		Lin. Ft.	1,200	22.00	26,400.0
	8" Irrigation Pipe		Lin. Ft.	400	9,00	3,600.00
	12" Irrigation Pipe		Lin. Ft.	550	16.00	8,800.0

OREGON STATE HIGHWAY DIVISION

MARY--BID SCHEDULE--COST ESTIM E

Sheet 3 of 3

Date Aug. 1980

Section Hermiston - S. Airport Rd

County Umatilla

Kind Of Work Grade, Pave, & Structures

Length 1.4

Name AH

No	Item	Code	Unit	Quant.	Unit Cost	Total
	15" Irrigation Pipe		Lin. Ft.	90	19.00	1,710.00
	Concrete Diversion Box		Each	6	2,100.00	12,600.00
	8" Galv. Distribution Gate		Each	6	24.00	144.00
	12" Galv. Distribution Gate		Each	1	30.00	30.00
	15" Galv. Distribution Gate		Each	1	32.00	32.00
	15" Canal Gate Valve		Each	1	190.00	190.00
	Inlets, Type "G-1"		Each	25	500.00	12,500.00
	Concrete Curb, Type "A" Modified		C.Y.	490	130.00	63,700.00
	Guard Rail, Type "2A"		Lin. Ft.	3,600	13.00	46,800.
	Guard Rail, Type "3"		Lin. Ft.	400	30.00	12,000.0
	Anchors, Type 1		Each	18	350.00	6,300.00
	Rail End Pieces, Type "C"		Each	18	160.00	2,880.0
	Extra For Asph. Approaches		Each	22	175.00	3,850.00
	Manhole, Type "B"		Each	1	1500.00	1,500.00
	Paved Culvert End Slopes		Sq. Ft.	62	10.00	620.00
	Seeding & Mulching		Acre	8	700.00	5,600.00
						1,958,200.0

10,010

54

STATE OF OREGON

INTEROFFICE MEMO

TO: MEMO TO THE FILES

DATE: August 11, 1980

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Hermiston-N.C.L. Stanfield
Umatilla-Stanfield Highway
Umatilla County

1 Versteeg ✓
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
AUG 12 1980
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

The study report for the Hermiston-N.C.L. Stanfield Section recommended approval of a Modified Build Alternative. The Modified Alternative included: a four-lane curbed street with a continuous left turn refuge from Fourth Street to the 'A' Line Canal; a four-lane rural roadway with a continuous left turn lane from 'A' Line Canal to South Airport Road; and, a two-lane rural roadway, with left turn refuges at Hooker and Feedville Roads, from South Airport Road to the southerly end of the proposal.

The report further recommended that additional right of way along the southerly portion of the project be acquired from the easterly side of the existing road (to the extent possible) thereby preserving the integrity of the telephone and electric facilities located along the westerly side of the existing highway.

The study report recommendation was approved by Mr. E. S. Hunter on June 3, 1980, and has been forwarded to FHWA for use in considering design approval.

The Environmental Section indicates that the environmental document should be to Highway Department Administration for approval the week of August 11th and then to FHWA for design approval.

The project as listed in the March 25, 1980, approved 6-Year Program is to be F.A. funded in FY 1982 for $3,600,000.

The project recommended and approved in the study report widens the section from the 'A' Line Canal to Airport Way from "2-lanes with climbing lane" to a "4-lane Rural Road with a continuous left-turn lane" section and the section from Airport Way to S. Airport Road from a "2-lane with climbing lane and left-turn lane" to a "4-lane rural road with continuous left-turn lane" section.

The estimated cost of the new proposed project is $7,621,000.

We are preparing information to supply to the Right of Way Descriptions Unit for their use in revising and preparing new right of way documents for the recommended project.

As design approval is forth coming, a review of the funding should be made so that we may proceed with preparation of contract plans based on available money.

DOC:ab
cc: E. S. Hunter
D. H. Moehring
W. E. Schwartz
N. E. Mann

STATE OF OREGON

INTEROFFICE MEMO

HIGHWAY DIVISION - ODOT 378-6883
DEPT. TELEPHONE

LOC 11 #54

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: May 28, 1980

FROM: Frank E. Terpin F.E.T.
Location Engineer

SUBJECT: Hermiston-N.C.L. Stanfield
Umatilla-Stanfield Highway
Umatilla County

Herewith the study report on subject section that includes proposed changes agreed to by Region 5 Engineer.

If you concur with our recommendations, please approve the report and return it to me for further distribution.

APPROVED
E. S. Hunter
Date 6 [illegible] 80

Attachment

RECEIVED
TECHNICAL SERVICES
MAY 28 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Hermiston - Stanfield N.C.L
Highway Umatilla - Stanfield County Umatilla Prefix
Length Miles 3,52 Designer AA Date July 80
Signed Title

Grading & Drainage	$ 1,354,231.00
Surfacing	$ 4,016,669.00
Extra Work	

Adjust Mail Boxes	$ 800.00
Signing	$ 4,500.00
Striping	$ 5,500.00
	$
	$
	$
	$
	$
	$
	$

TOTAL EXTRA WORK	$ 16,800.00
TOTAL	$ 5,381,700.00
+20 % Engineering and Contingencies	$ 1,076,300.00
Structures	

4 Structures	$ 1,163,000.00
	$
	$
	$

TOTAL STRUCTURES	$ 1,163,000.00
Right of Way	$
TOTAL ESTIMATED COST	$ 7,621,000.00

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 3
Date July 1980

Section Hermiston-Stanfield N.C.L.
County Umatilla
Kind Of Work Grading & Paving
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Furnish Field Lab Building		Each		3,500.00	3,500.0
	Mobilization		All		8%	397844.
	Temp. Prot. & Dir. Of Traffic		All		3%	144,845.
	Flagmen		Hour	1550	22.00	34,100.0
	Clearing & Grubbing		All			18,000.
	Removal Of Struct. & Obstructions		All			24,000.0
	Ditch Excavation		C.Y.	20	10.00	200.0
	General Excavation		C.Y.	95,230	5.50	523,765,
	Borrow Excavation		C.Y.	40,635	6.00	243,810.
	Trench Excavation		C.Y.	1700	10,00	17,000,
	Finishing Roadbed & Slopes		Mile	3.52	7500,00	26,400.0
	Watering		M-Gal	1600	10,00	16,000.
	Plant Mix Aggregate Base		Ton	43,000	9.00	387,000.0
	Treated Base (PMBB)		Ton	75,000	19.00	1,425,000.
	Asph. In Bit. Base Mixture		Ton	4,125	203,00	837,375.
	Class "B" Asph. Conc. Mix.		Ton	30,000	19.00	570,000.
	Asph. Cement In Mixture		Ton	1,950	203,00	395,850,
	Asph. In Tack Coat		Ton	12	300.00	3,600.0
	12" Culvert Pipe		Lin. Ft.	450	16.00	7,200.0
	18" Culvert Pipe		Lin. Ft.	1,375	22.00	30,250.0
	12" Sewer Pipe		Lin. Ft.	3,200	16.00	51,200.0
	18" Sewer Pipe		Lin. Ft.	1,200	22.00	26,400.0
	8" Irrigation Pipe		Lin. Ft.	400	9.00	3,600.0
	12" Irrigation Pipe		Lin. Ft.	550	16.00	8,800.

REGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date July 1980

Section Hermiston - Stanfield N.C.L.
County Umatilla
Kind Of Work Grading & Paving
Length
Name

No	Item	Code	Unit	Quant.	Unit Cost	Total
	15" Irrigation Pipe		Lin, Ft.	90	19.00	1,710.00
	Concrete Diversion Box		Each	6	2,100.00	12,600.00
	8" Galv. Distribution Gate		Each	6	24.00	144.00
	12" Galv. Distribution Gate		Each	1	30.00	30.00
	15" Galv. Distribution Gate		Each	1	32.00	32.00
	15" Canal Gate Valve		Each	1	190.00	190.00
	Inlets Type "G-1"		Each	25	500.00	12,500.0
	Concrete Curb, Type "A" Modified		C.Y.	490	130.00	63,700.00
	Guard Rail, Type "2A"		Lin. Ft.	3600	13.00	46,800.0
	Guard Rail, Type 3		Lin. Ft.	400	30.00	12,000.0
	Anchors, Type 1		Each	18	350.00	6,300.
	Rail End Pieces, Type C		Each	18	160.00	2,880.
	Extra For Asph. Approaches		Each	25	175.00	4,375.
	Manhole, Type "B"		Each	1	1500.00	1,500.0
	Paved Culvert End Slopes		Sq. Ft.	200	10.00	2,000.0
	Seeding & Mulching		Acre	12	700.00	8,400.
						5,370,900.0

[illegible]

[illegible] 21-7
Umatilla
Stanfield
Sec.

Oregon Department of Transportation
Study Report
HERMISTON-N.C.L. STANFIELD SECTION
Umatilla-Stanfield Highway
Umatilla County

HERMISTON-N.C.L. STANFIELD
UMATILLA-STANFIELD HIGHWAY
UMATILLA COUNTY

RECOMMENDATION

The Oregon State Highway Division, after considering the imput from the public hearing and other related data, recommends approval of the Build Alternative for the Hermiston-N.C.L. Stanfield Section of the Umatilla-Stanfield Highway.

The Division further recommends that the roadway typical sections outlined at the hearing be modified to the following: A four-lane curbed street with continuous left-turn lane from Fourth Street to the "A" Line canal; a four-lane rural roadway with a continuous left-turn lane from "A" Line canal to South Airport Road; and a two-lane rural roadway, with left-turn refuges at Hooker and Feedville Roads from South Airport Road, to the southerly end of the project. Also, that the roadway design be modified whereby right-of-way acquisitions and future widening will occur along the easterly side of the existing right-of-way.

Following are reasons considered in making the above recommendation:

1. Has the approval of Umatilla County officials, City of Hermiston officials and a majority of those persons testifying at the public hearing.
2. Provides the greatest improvement in traffic services.
3. Is consistent with most L.C.D.C. goals and guidelines.
4. Enhances the potential for future economic growth in the area.
5. Reduces the amount of disruption and confusion that could develop during future construction.

HERMISTON-N.C.L. STANFIELD
UMATILLA-STANFIELD HIGHWAY
UMATILLA COUNTY

PUBLIC INVOLVEMENT

The Build Alternative was included as a part of a project on which a hearing was held on August 3, 1972 in Stanfield. The proposal at that time included the 6.4 miles between Fourth Street in Hermiston and the Stanfield Interchange at I-80N.

Due to conflicts involved with a Stanfield Bypass and the environmental impacts of the proposal, the project scope was reduced to include only the portion from Fourth Street to the north city limits of Stanfield.

Other public involvement included meetings with County officials, utility companies and other interested persons, plus an additional public hearing.

HERMISTON-N.C.L. STANFIELD
UMATILLA-STANFIELD HIGHWAY
UMATILLA COUNTY

PROJECT SUMMATION

PURPOSE

The purpose of the proposal is to improve a 3.5-mile segment of the highway to provide adequate capacity and safety for existing and future traffic.

SETTING

The proposal is located on U.S. Highway 395 (Oregon Highway 32) in the northwestern part of Umatilla County and is partly within the city limits of Hermiston.

U.S. Highway 395 is a principal north-south highway extending from Washington to California and serves local, regional and interstate traffic. The present highway is a two-lane road with about 20 feet of paved surface and minimal shoulders. Recent increases in traffic volumes has hastened a breakdown in the roadway surface and the traffic service.

In 1978, traffic on the subject section averaged 6,300 vehicles daily, with about 15 percent trucks. By the year 2,000, the traffic is expected to average 9,200 vehicles daily with a proportionate increase in truck traffic.

At the present time the highway segments are operating near capacity in off-peak hours and will be over capacity in the near future. During peak hour periods, traffic experiences some tolerable delays along portions of the roadway.

PROJECT DESCRIPTION

The proposal begins at the Fourth Street intersection in Hermiston and extends southerly 3.5 miles to the north city limits of Stanfield. No-Build and Build Alternatives are being advanced for the proposal.

The No-Build Alternative would retain the existing substandard two-lane road, allowing for normal maintenance. However, this does not exclude some minor widening or pavement improvements within the existing right-of-way.

The Build Alternative is planned as a two-phase project. The initial phase would include acquisition of right-of-way for both Phase One and Two and improvements to the roadway in the following manner:

0.6 mile of four-lane curbed street with a continuous left-turn median between Fourth Street and the "A" Line canal.

0.3 mile of two-lane roadway with a southbound slow-moving vehicle lane between the "A" Line canal and North Airport Road.

0.5 mile of two-lane roadway with a southbound slow-moving vehicle lane and a continuous left-turn median between North Airport Road and South Airport Road.

2.2 miles of two-lane roadway between South Airport Road and the north city limits of Stanfield.

The second phase of the proposal would include completing the roadway construction to provide a four-lane road with a continuous left-turn lane throughout the project limits.

ENVIRONMENTAL IMPACTS

Following is a summation of the impacts that could occur from both the No-Build and Build Alternatives; further details are available in the Draft Negative Declaration.

Impacts from the No-Build Alternative would include, but not be limited to, a decrease in traffic services, with longer periods of peak hour congestion; a greater potential for accidents; a deterrent to economical growth and planned development; higher roadway maintenance costs; non-compliance with L.C.D.C. Goal No. 12 by not providing a modern transportation facility; increased air pollution; and a slight increase in noise levels.

Impacts from the Build Alternative would include, but not be limited to, improved traffic services; decreased potential for accidents; less peak hour congestion; an asset to economical growth and planned development; less potential for air quality deterioration; a potential for increased noise levels; compliance with L.C.D.C. goals and guidelines; conversion of private property to public right-of-way; displacement of one business; and consumption of added energy for construction.

SUMMATION

The No-Build Alternative, by retaining the existing highway system, is not considered a viable solution to the traffic problems inherent to the proposal.

The Build Alternative would solve most of the traffic problems, particularly when the roadway is expanded to four lanes in the future. However, Phase One (being considered for immediate construction) will alleviate many of the present traffic restrictions and will be recommended for approval with modifications.

The Modified Build Alternative would provide the best facility for the first phase of the project and would include:

> 0.6 mile of four-lane curbed street with a continuous left-turn refuge between Fourth Street and the "A" Line canal.
>
> 0.8 mile of four-lane rural roadway with a continuous left-turn median between the "A" Line canal and South Airport Road.
>
> 2.2 miles of two-lane roadway between South Airport Road and the north city limits of Stanfield, with left-turn refuges at Feedville and Hooker Roads.

In addition to the above modifications of roadway widths, this Alternative would include provisions whereby the right-of-way acquisitions southerly of South Airport Road would be obtained from the easterly side of the existing road. Minor exceptions would occur where county road approaches are being modified or where otherwise needed for extensive fills or cuts.

HERMISTON-N.C.L. STANFIELD
UMATILLA-STANFIELD HIGHWAY
UMATILLA COUNTY

HEARING SUMMATION

A public hearing for the proposal was held on February 13, 1980 at 7:30 p.m. in the Hermiston Community Recreation Center in Hermiston, with about 50 persons present.

Testimony at the hearing included 15 persons giving oral testimony and one person presenting comments on cards. Two letters were received after the hearing, resulting in a total of 18 individual comments.

Of the 15 persons giving oral testimony, 12 favored the Build Alternate and three persons did not indicate a choice for or against the proposal. The three written comments also did not indicate a choice either for or against the proposal.

The 12 persons favoring the Build Alternate also indicated some modifications to the design were desirable, with 11 persons indicating the four-lane portion of the proposal should be extended and two persons indicated an alignment shift should be made to reduce the right-of-way taking from the westerly side of the existing road.

HERMISTON-N.C.L. STANFIELD
UMATILLA-STANFIELD HIGHWAY
UMATILLA COUNTY

HEARING COMMENTS AND DISCUSSION

COMMENT

A Umatilla County Commissioner, the Mayor of Hermiston and several individuals stated that the four-lane, with continuous left-turn median, roadway should be extended southerly to South Airport Road at least. This, they indicated, was more desirable than the State's proposed four-lane, three-lane and two-lane design.

RESPONSE

The Highway Division is well aware of the desirability of a four-lane roadway throughout the project; however, funding limitations dictated the type of roadway that was designed.

RECOMMENDATIONS

Extend four-lane roadway to South Airport Road and continue two-lane roadway to the end of the project. Also, if funding limitations indicate, reduce total length of the project to match allocated monies.

COMMENT

The Mayor of Hermiston, along with the power and telephone companies and an individual, stated that the proposed alignment and construction should be shifted so that the utilities, both electric and telephone company, would not have to be moved. This could be accomplished by moving the proposed roadway easterly.

RESPONSE

The Highway Division agrees with this concept and intended the original design to accomplish this concept. However, through some error in our design process the future widening was designed to occur on both sides of the Phase One construction rather than on the easterly side as planned.

RECOMMENDATION

Revise the design so that all future widening will occur on the easterly side, thereby reducing the right-of-way requirements on the westerly side to areas where county road approaches are being revised.

COMMENT

The proposed vertical alignment creates a hazard for southbound traffic approaching Hooker Road and should be lower to provide better sight distance.

RESPONSE

The profile through the above area was reviewed to determine if there is a hazard as suggested.

The proposed grade provides about 800 feet of stopping sight distance, which is adequate for vehicles traveling in excess of 70 MPH. Vehicles traveling the posted speed of 55 MPH need only 415 feet of sight distance to stop safely.

RECOMMENDATION

Continue design as planned.

COMMENT

With the quantity of truck traffic on the present highway, consideration should be directed toward making Edwards Road a truck route.

RESPONSE

Making Edwards Road a truck route to bypass Hermiston and Stanfield would be ideal; however, Edwards Road is not on the State Highway system. Therefore, funding to upgrade the road would be the County's responsibility. In addition, Edwards Road does not extend from U.S. 730 to I-80N; therefore, additional roads or other county roads would have to be developed, which is not desirable.

RECOMMENDATION

Continue design as planned.

COMMENT

The proposed design will impact a residence to such a degree that it will no longer be livable.

RESPONSE

The Highway Division is aware that impacts would occur to the home. However, it was deemed that these impacts would not be so great as to consider displacement.

RECOMMENDATION

Continue design as planned and formulate displacement plans during right-of-way negotiations.

COMMENT

The proposed design will result in $70,000 to $80,000 expense to the power company for moving an affected transmission line.

RESPONSE

The Highway Division is aware of the encroachment on the transmission line.

RECOMMENDATION

Modify alignment to the extent possible to reduce the impacts to the transmission line.

Following are questions, with answers, that were voiced at the hearing:

When will the project north of Hermiston be contracted?

The project is presently scheduled for contract in the last quarter of 1980.

Who is improving Fourth Street in Hermiston?

The project is being financed by the City of Hermiston; however, the engineering and other associated work is being done by State Highway personnel, with the City footing the bill.

Why is there no traffic signal at Fourth Street?

The Highway Division is not aware of any requests for a signal at this intersection, which must come from the City or County.

Why is the project not financed by bond money?

The original intent to finance road improvement projects with a 150 million dollar bond issue was never fulfilled. The 25 million bond sale that was completed was not adequate for all the demands; therefore, those projects having the highest priority were completed.

Why isn't each owner affected by a project notified of impending hearings by certified mail?

The Highway Division, by law, is only required to advertise a hearing in appropriate newspapers. They do, however, request the news media to provide coverage of hearings to the fullest extent possible. Notification by certified mail would be expensive; however, this suggestion will be considered on future projects.

Will my property have access to the highway?

All property abutting the highway will be provided access either to the highway, county roads or frontage roads. The determination of the access method will be a part of the right-of-way negotiations.

As I previously had indicated, this is a corridor-design hearing. Under the Federal statutes, regulations, and our Oregon Action Plan, testimony will be accepted on the details of this proposal as well as any alternate plans that you may wish to suggest.

You should be advised that after evaluation of the statements included in the transcript, information developed in support of the proposed design will be available for public inspection and copying at the Salem headquarters of the Highway Division.

The proposed project would widen and improve a 3.5 mile section of U.S. 395, and would extend from Fourth Street in Hermiston to the North City Limits of Stanfield.

The project is currently scheduled for construction in the Spring of 1981. At this time, I really think that is a little bit optimistic but that is our current time table. I would like to call upon Mr. Ferguson to briefly describe our proposal to you. Bill.

MR. BILL FERGUSON: Thank you, Pat. The improvements, shown in red on the hearing map, will include 0.6 mile of four-lane roadway between Fourth Street and the 'A' Line Canal, 0.6 mile of three-lane roadway between the 'A' Line Canal and South Airport Road, and 2.3 miles of two-lane roadway from South Airport Road to the southerly project limits. The four-lane roadway will be a 68-foot curbed street with a 6-foot walkway on each side and a storm sewer system. The 68-foot width will provide four 11-foot travel lanes, a 12-foot median and 6-foot shoulders. The widening will be about equal on each side of the present highway.

The three-lane roadway will have one 12-foot northbound lane with an 8-foot shoulder, the two 12-foot southbound lanes with a 6-foot shoulder (one lane for slow-moving vehicles). The widening will be primarily on the westerly side of the existing highway. The two-lane roadway will have 12-foot travel lanes and 8-foot shoulders with the widening being on the easterly side of the present highway.

Left-turn refuges will be included at Airport Way, South Airport Road, Hooker Road, and Feedville Road. Airport Way will be realigned to provide additional stopping sight distance and the intersections of South Airport, Feedville and Hooker Roads would be modified to provide better sight distance for the vehicles entering the highway.

New structures will be built across Maxwell Canal, 'A' Line Canal, and U.S.R.S. Feed Canal. The structure over the Union Pacific Railroad will be widened.

DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PUBLIC HEARING TRANSCRIPT

February 13, 1980
7:30 p.m.
Hermiston Community Recreation Center
215 West Orchard Street
Hermiston, Oregon

RE: Hermiston-Stanfield North City Limits Section
Umatilla-Stanfield Highway
Umatilla County

MR. PAT SCHWARTZ: Good evening, ladies and gentlemen. It is 7:30, February 13, 1980, which time has been designated for the corridor-design hearing on the Hermiston-Stanfield North City Limits Section of U.S. 395 in Umatilla County.

I am Pat Schwartz, Region Engineer for Region 5 with the Oregon State Highway Division, and I will be conducting this meeting. At this time I would like to introduce the rest of my staff who are here to assist in this evening's meeting. On my right is Mr. Bill Ferguson, Resident Engineer for the Hermiston area and who is the Resident Engineer for the project that we are here to discuss tonight, and on my left is Mr. Harold Brainerd of Bend, who is the Right of Way Supervisor for Region 5. (There were approximately 50 persons present.)

This afternoon we offered an informational hearing to discuss the project details and to field specific questions about the project. The purpose of this hearing tonight is to take testimony on your reaction to our design proposal.

Now before we proceed any further I want to make sure that everyone here has filled out one of these white registration cards. If you wish to make a statement at this hearing, mark the card and we will call upon you for your statement during the testimony part of the hearing. If you wish to make a written comment on the back of the card rather than speak, it will become a part of the hearing record, the same as if you had spoken. If you do not wish to make any statement here or if you are not prepared to make a comment tonight, you will have ten days from today to submit any written comments you may have. These communications will become a part of the hearing transcript. All letters should be addressed to the Oregon Transportation Commission, State Transportation Building, Salem, 97310. Also, everyone who has submitted a registration card here tonight will receive a transcript of this hearing.

Access to the new roadway will be provided at public roads and to abutting properties that do not have alternate means of access.

The initial right-of-way acquisition will include adequate right of way for widening the roadway to four lanes in the future.

Any seeding, mulching and landscaping necessary to maintain the esthetics of the area will be made a part of the project. Any signing, lighting or traffic control devices needed to protect the public during construction will be included in the project.

The project costs, exclusive of right of way is currently estimated at 3.6 million dollars based on 1978 prices.

MR. SCHWARTZ: Thank you, Bill. I think before we proceed further, some of you may have noticed in our Environmental Document for this project which we have circulated, there is an error in the description of the project and we are aware of that. It says:

> A four-lane roadway with turning median from
> North Airport Road to Southeast Airport Road,
> a distance of 0.5 of a mile.

That is not correct and it will be corrected in the Final Environmental Statement. It should say as Bill described it, that it is a three-lane road with a turning lane and it will be corrected in the event that some of you picked that up.

Mr. Harold Brainerd will now discuss the right-of-way acquisition procedures which will be followed for this project.

MR. JAMES CRUIKSHANK: Are there any questions on what he's talked about there so that we can look at this map for the Airport Road, where this widening is, and where the railroad is going?

MR. SCHWARTZ: Yes, in just a little bit you will have a time to ask those questions.

MR. CRUIKSHANK: All right, I do not know why - but when it is fresh in our minds when he brings them up. Why should we wait till we get over to him? I would like to know now myself, personally.

MR. SCHWARTZ: All right, we are not hung up on anything, what is it you wanted to know, would you tell me who you are?

MR. CRUIKSHANK: James Cruikshank.

MR. SCHWARTZ: James Cruikshank.

MR. CRUIKSHANK: I would like to know in this regard right over here, why we don't show where the Airport Road is. One Airport Road out here could be considered an Airport Road - one that goes to the Airport could be considered one, one is up where the Vets office - the other one is down further where you go to the Airport, I don't see a thing on there.

MR. SCHWARTZ: I think both of those roads are on that map Mr. Cruikshank.

MR. CRUIKSHANK: They are not marked, and we shouldn't have to second guess, because a lot of people don't know.

MR. SCHWARTZ: Are you aware of where they are?

MR. CRUIKSHANK: You bet.

MR. SCHWARTZ: All right, then, if you are satisfied and if nobody has any .... (interrupted)

MR. CRUIKSHANK: I do not know why they are widening it. What the reason is for widening the railroad, what is the reason for widening there?

MR. SCHWARTZ: Why is the highway .... (interrupted)

MR. CRUIKSHANK: Widening the road from 4th Street from there and then going back to a three lane. Why are we having a four-lane widening where the overpass is, I'm really curious.

MR. SCHWARTZ: It is a one-lane road all the way down the hill until you get to - which is that - "A" Line Canal?

MR. CRUIKSHANK: Beg your pardon, it is two lanes all the way down the hill, it has been there a long time, other than that it's a one-lane highway.

MR. SCHWARTZ: Well, it is a one-lane downhill, that is what I said and - that is what it is, and that is what we propose.

MR. CRUIKSHANK: All I am asking, why are we widening it there?

MR. SCHWARTZ: I do not understand what he is getting at, do you?

MR. FERGUSON: We are going from the present two-lane to a three-lane highway.

MR. CRUIKSHANK: All I am asking is why they are widening it?

MR. FERGUSON: To provide a slow-moving vehicle lane.

MR. CRUIKSHANK: Why though?

MR. FERGUSON: To prevent the bottleneck in traffic that piles up behind the slow-moving vehicles.

MR. CRUIKSHANK: Where is the slow-moving vehicles on a three lane against a two lane?

MR. FERGUSON: The slow-moving vehicles will be in the right-hand southbound lane, Sir.

MR. SCHWARTZ: Going up the hill.

MR. CRUIKSHANK: And the accidents happen on the way coming down. That is what you just said.

MR. SCHWARTZ: Well, you will have time a little bit later to make any comments you want about this.

MR. CRUIKSHANK: I do not think we should get any farther from there - we take this one piece at a time, that is what they do to me when I have to go to an egress and ingress - one piece at a time.

MR. SCHWARTZ: Well, I am running the hearing and I will run it the way I want to run it.

MR. CRUIKSHANK: Okay, I am a taxpayer on both sides all the way up and down the road.

MR. SCHWARTZ: All right, and when we get to the point where we are ready to take testimony, we will be glad to hear anything you have to say and we will be glad to discuss it with you at that time.

MR. CRUIKSHANK: You give me a reason right now or I'll just leave.

MR. SCHWARTZ: Well, I am going to go on with the hearing. At this time I would like to ask Mr. Brainerd to discuss the right-of-way acquisition procedures with you.

MR. HAROLD BRAINERD: The additional right of way necessary for the reconstruction of this highway will require the acquisition of right of way from 35 separate properties and require the displacement of one business property.

Explanation of the right-of-way acquisition process is contained in a leaflet "Acquiring Land for Highways". (Rev. 12-77) This leaflet contains all matters pertaining to the acquisition of right of way, and is available at this meeting. If you are an affected owner, or are interested, please feel free to take a copy with you.

Another leaflet "Moving Because of the Highway" is also available. (Form 81-734-3772) This leaflet contains the many benefits of the 1970 Uniform Relocation Act that are available to the relocatees on a highway project. Please feel free to also take a copy of this leaflet. Both leaflets will be included in the minutes of this meeting and will be transcribed along with all other statements. (Leaflets are included by reference only. Leaflets are available at 2111 Adams Street, La Grande.)

The time required for right-of-way acquisition and relocation is estimated at twelve months from the date of authorization of this project. This will permit adequate appraisal and negotiation time and will provide at least 30 days for relocation of displaced persons, after the State acquires their property. It is important for you to know that eligibility to receive relocation benefit payments is not complete until negotiations to purchase the property have commenced or a notice to vacate has been received from the State. Relocation activities will be in accordance with U.S. Department of Transportation Order No. 5620.1, copies of which are available at this meeting.

If further information regarding the right-of-way program is needed, it is available at the Right of Way Offices located at LaGrande, Phone No. 963-8446, or Bend, 382-1911. Thank you.

MR. SCHWARTZ: Thank you, Harold. The formalities of this hearing are now out of the way and it is time to receive your comments.

When you make your comments, please state your name and speak loudly enough so that our recorder will pick up what you have to say. We would appreciate it if you would come and sit at this table and make your comments so that the recorder will have no difficulty in picking up what you have to say. I will begin this portion of the hearing by calling on Mr. Bud Draper.

MR. BUD DRAPER: Mr. Chairman, I appreciate the opportunity to testify; I'm Bud Draper, County Commissioner, Umatilla

County. We reviewed this project and there is only one problem that we had, one concern, and I think this would be worked out with the Highway Department. It is station 450 where Hooker Road comes in to 395. This is on a crest of a hill in a low spot and it has been a dangerous intersection for many years and the County - there is talk between the Roadmaster and the Commissioners and we were talking maybe of vacating this but we talked to the property owner prior to this hearing and I think we can work something out.

I think he is going to suggest maybe making a cut in that heave in that area and that way take the danger of the traffic going south out of Hermiston. Going north the visibility is real good, but south it is a hazard at that intersection.

There are two or three others but I think that instead of me touching on them I think the cities concerned should be involved in it. Our planners wrote me some notes on the City of Stanfield, there was an approach that was left off of this in their subdivision right at the end of the project. So I imagine there will be a representative from the City of Stanfield.

But the only other thing that the Commissioners came up with - they thought this traffic warranted this to be four lane all the way through and if the money could be available, we would sure appreciate it - being this four lane and complete this job completely because this section of the highway has been a deathtrap for years. The sooner we get it completed the better off we would be, and that is about all I have, Pat, and I appreciate the chance to testify.

MR. SCHWARTZ: All right, thank you Bud. How about Robert Kenney from Umatilla.

MR. ROBERT KENNEY: Yes Sir. My name is Bob Kenney and I am the landowner that Mr. Draper was talking about. I own 10 acres right there on the corner, that is surrounded by Highway 395, Hooker Road and Feedville Road. I am kind of two-fold here: as a landowner, and I am Chairman of the Umatilla County Planning Commission. What Bud suggested there, after looking at the elevation maps I pulled out after doing work out there on my property, which is zoned agri-business, is that we planned on putting in an implement place out there and possibly a natural gas distribution situation. But, after looking at the elevation maps, if a person would go back towards Hermiston to that next station there maybe a possibility of taking a little deeper cut, making a little deeper fill where you put this little whoop-de-do in this Hooker Road, making it a little more visible from both directions.

My access points I have already obtained from the County are off of Hooker Road and off of Feedville Road and I put a 30-foot easement across the back of my three - three-plus acre tax lots there, so we would actually have the access away from the highway.

After talking with the County there, they kicked around something about taking Hooker Road away from there but I can see the possibility there if that happens of a bottleneck occurring on Feedville Road where people coming possibly from the Railroad Hotel, would want to go to Hermiston, they would have to go back towards Stanfield and then buttonhook around. So I am in firm agreement with your plan, not only for myself, but for the possibility of a bottleneck occurring there at Feedville Road and 395 if you were to take Hooker Road away.

The only thing that I would recommend is a little more cut back towards Hermiston and maybe a little more fill along my property there which I am going to have to level that anyway and I have been to the State Highway once to find out their plans on the cut and the fills so when I get ready to level that, I can do it accordingly with the highway. Thank you very much for your time.

MR. SCHWARTZ: Thank you Mr. Kenney, and we will take another look at that intersection.

MR. KENNEY: Okay.

MR. SCHWARTZ: Jay Wheelhouse.

MR. JAY WHEELHOUSE: Jay Wheelhouse. I am a property owner, adjacent to the road just past 4th Street and I have watched that highway for 10 years sitting there.

Two areas I would like to ask questions about or make comment about is why it seems illogical to drop the three lanes on that important hill and then go back to four lanes. If just at the point, it doesn't seem any logic to go from four to three and back to four.

I mean I speak here as a taxpayer because it is going to have to be four lane in time and that seems like a waste of taxpayer's money to come to that position and not be prepared to go all the way through at least to where you finish South Airport Road. Then I think by eliminating that three-lane road, I would also agree that I would rather go all the way through with a four-lane road in your plans for two reasons:

(1) Of course, it doesn't become less expensive to put it in later.

(2) The traffic, I think, warrants it and I should put a third one in there.

(3) That the disruption of doing the highway twice.

If you have the highway done as a two lane, redone, there is a two lane by the property that Bob is speaking of and then it is recommended shortly after that time, say two years or three years, then you have another disruption of traffic by going to four lane.

I think from a taxpayer's standpoint and planning wise, it would be better to put it in all the way through, realizing it is expensive to build a four-lane road. I think in the long run it will save the taxpayer and I think the traffic warrants it and I would like to hear a little bit of comment on the traffic maybe from your standpoint of what the logic of four lane, three lane, four lane and then two lane. Why do you think the two lane is justifiable all of the rest of the way through?

I appreciate the chance just to make that money position, it costs us all, but I think the four lane is certainly justified through the entire area.

MR. SCHWARTZ: Thank you, Mr. Wheelhouse. I think we agree with you that a four-lane highway through there is probably warranted at this time all the way. It is merely a matter of finance and I hope you can appreciate that. Ed Sheets.

MR. ED SHEETS: Mr. Chairman, my name is Ed Sheets and I have 80 acres that lays from the 'A' Line Canal to the Union Pacific Railroad track and Highway 395 splits this 80 acres in the middle. It is that portion of the highway that Mr. Wheelhouse just alluded to where there is only three lanes of traffic. There is a great deal of development being planned for that very area. We have at the present time on the drawing board a Convention Center, about a 7 million dollar Convention Center, that would generate quite a bit of traffic also that portion being developed commercially.

So as we think of the traffic that will be generated at that point where cars would be ingressing and egressing from that ramp, we felt that it would be most important that there would be four lanes all the way through. And another thing that we were thinking of, any time that highways are being torn up and being reconstructed is very costly to business and if later on that had to be widened, you know, for a safe highway, it seemed very wise to do it at this time.

Also, the problem is immediate, in other words, we really have a traffic problem, I know as you fellows have seen the traffic count out there, it is almost as heavy as it is right downtown and especially truck traffic. There is a tremendous amount of truck traffic just constantly on that highway. And when you have bad weather in the wintertime, ice conditions without an extra lane in there as those trucks come down that hill, it is really a very hazardous thing.

We have seen many accidents right there at that bridge, bad accidents. One more point, as you move on out towards Stanfield there are approximately five to eight hundred acres that have just been annexed into the City and as we think of the traffic that is going to be developed as this area develops, it will also throw a tremendous amount of increased traffic onto that highway. So I think when all of these things are considered, we certainly ought to consider four lanes all the way through. So I just wanted to reiterate.

MR. SCHWARTZ: Given, Mr. Sheets that we cannot afford to build a four-lane highway all the way to Stanfield, where do you think might be appropriate to drop the four-lane? Is there some place that would be a logical place to terminate the four lanes if you could not go all the way? In your mind?

MR. SHEETS: Probably as far as the city limits, at this time, of Hermiston which is Hooker Road, I believe, and I believe that when we really stop and think of the cost, I don't believe it would be that much more to incorporate that at this time. You know, I am just thinking about a lot of business that would really be hindered by another phase of construction. It always diverts traffic off of it when they are under construction. It really - as you fellows know - it really carries a lot of traffic right now, a tremendous amount. I appreciate the privilege of appearing before you tonight and sharing that with you.

MR. SCHWARTZ: And we appreciate your comments.

MR. SHEETS: Thank you.

MR. SCHWARTZ: Mr. Cruikshank, Mr. Jim Cruikshank. Would you mind?

MR. CRUIKSHANK: I would like to stand right here.

MR. SCHWARTZ: Can that recorder pick up his comments? (Question to recorder technician who nodded yes.)

MR. CRUIKSHANK: I would like to ask one question. When I was here this afternoon they said first of all that we are out here - if you can't hear that is your problem. We are out here, that is right, I don't care, we are out here and we are going to build a first - and now I come in and they say well maybe it will be from Elm Street out to McNary. Is that true?

MR. SCHWARTZ: Are you asking should that be built first? Your question was are they going to build?

MR. CRUIKSHANK: My question is 395 North, when is that going?

MR. SCHWARTZ: That is scheduled for construction this year between the North City Limits, well I guess it is Elm Street which is no longer the City Limits, from Elm Street to Umatilla is scheduled for reconstruction later this year. The project that we are here to discuss tonight is scheduled for, it is fiscal 1982 which will be some time during the year 1981.

MR. CRUIKSHANK: Let us go back though, scheduled, is it going? In other words, we are sitting wanting to know if it is going or not.

MR. SCHWARTZ: The project North?

MR. CRUIKSHANK: Yes.

MR. SCHWARTZ: Yes, it will go this year unless something unforeseen happens that we do not have the money. That is the same, the Highway Division is the same as you.

MR. CRUIKSHANK: Then I will read this. Then I will read this to you.

MR. SCHWARTZ: All right.

MR. CRUIKSHANK: 75% of development on Highway 394 North you are asking places of business along the strip to pay the taxes to run a road through a pasture which in my opinion will be for future growth, instead of developing their roadway. With the money market as it is and the economy, it might take many years to get back to their road development. Let us put it where it was needed now. Truck traffic comes in from the north and a certain amount turns off on Elm. This would relieve congestion going south.

At present, there is no way anyone can sit and watch traffic flow and not know that it is almost an impossibility to get on or off to do business or otherwise without taking a 50% chance of having an accident.

The City and State Patrols are supposed to take care of this. If the road was widened on the north end, I am sure the State Patrol could handle the speeders between Hermiston-Stanfield City Limits and Hermiston-Stanfield could handle the traffic in their areas, and all three with a lot less cost and fuel. They have a tough job, this is the State Police and the City right now, to now, believe me, right now they have a tough job just watching that area up there and are catching all kinds of repercussions from it.

A stop light was to have been installed on 4th Street when the shopping center was put together. There is still no stop light out there to this date. This is on the corner where you are starting from and talking about a new project. What happened to all the promises? Now I am going to tell you what happened, they are like snow and sex. You never know how much you are going to get and how long they will last, and that is the truth. We are looking at it quite awhile.

I have no property on 395 North, I sold it. I have property on 395 South. As for accidents on either end of the highway, it sounds like Carter, he will spend money and declare war to save lives. That is what you people are talking about these hills and knolls out there and you got the money free - in 1969 you said '71 - but I believe in '69 the Stanfield area had the money for that road and it was moved.

The County Commissioners come out and say that there is no money to replace roads etc., but they have $750,000 set aside for a jail - who are they worrying about? I would really like to know. We are going to build a jail but we have nothing for the potholes. Put her out for all kinds of bids - will you think the people will stand it? If they say the Government forces them, which they do, then I say they are participating in blackmail and that includes all of you, State and all. One of the reasons I am selling off and backing off is so that I have more time to spend following through on some of these phony deals and this is a fact.

Who is paying for widening and paving of Fourth Street from 395 to Main Street? Now I don't know but I would like to know but I see State trucks down there and everything. The State and what for?

There is a County Office on 4th that had blacktop etc., immediately after they purchased, the rest of the street is nothing but potholes for a year or better. There are as many accidents on 4th Street and the Plaza Shopping Center as there is between 4th and Stanfield if not more. How come there is an egress and ingress practically right on the corner of 4th and 395 coming right out on to it, you come this way, they're going and they are having accidents. Why doesn't anyone wonder or worry about that? What happened, where's the accidents there?

I have sold the property on 4th Street so there is no personal reason why I am concerned, I have no property only on south. How come each landowner and business is not notified by certified mail that the Highway Department and what each city plans to do so the people can have some input instead of these little hidden advertisements that require a magnifying glass to read, and that is the truth. If it is something that the bureaucrats want, it sure gets on the front page or in the large advertisement but the rest of it is very small print. Now if you are gone, you don't get her. That is it. If you are gone and like you are gone right now from your area and you don't get to read the paper, how do you know or how would I know? I would like to know why we don't have it.

We will ask the Governor and the stud duck of the Highway Department to come up and give them a ride back and forth between McNary and Elm and see if they don't believe it had better be widened and improved and if they had to ride that strip every day, I am sure they would increase their insurance policies and that is all I have to say and I think the rest of it is a bunch of bologna because I have watched it out there for a long time.

MR. SCHWARTZ: Thank you Mr. Cruikshank. Edward McCallum.

MR. EDWARD McCALLUM: Thank you, Mr. Chairman. Like my friend says, "That is a hard act to follow," but in all due respect many of the things that Mr. Cruikshank says is certainly true.

My name is Ed McCallum and I do represent Mallary Supply Company. We do have property and the business is located - would almost be directly across from the South Airport Road.

My first comment is that certainly I am happy to see some action whether I agree with all of it that there is going to be something done about the road. It has been a long time coming. I do seriously question and I do not know anything about highways but I drive that particular piece of road approximately a thousand and forty times a year which I would think gives me a little bit of insight of what happens on that particular strip.

And my question directed to you is: Is it good planning to go from four to three to two lanes as far as safety and I also recognize the costs and what it will cost in the future to do this. I do agree with what has been said in the past. It would be certainly wonderful if it could go four lanes from where it starts clear to Stanfield. As I say, it certainly merits some improvement and I look forward to it. I would like to, is it Mr. Brainerd, is that correct Sir?

MR. BRAINERD: Yes Sir.

MR. McCALLUM: I would ask you a question at this particular time, I believe you mentioned a moment ago that it would displace one business?

MR. BRAINERD: Yes Sir.

MR. McCALLUM: Are you referring possibly to the market that is closer to town from our particular location?

MR. BRAINERD: Yes Sir, that is the one.

MR. McCALLUM: You people were very cooperative and certainly helpful this afternoon. I want you all to know that I thank you very kindly for your help. When we tried to pinpoint approximately from the center of the roadway on the proposed roadway in relation to the front of the building that we are now in, I believe we came up with approximately 12 foot, is that right Sir give or take a foot or two?

MR. BRAINERD: Yes that is right.

MR. McCALLUM: Which being in the retail business, I think I am qualified to say that in relation to that particular location it would put us out of business and I would believe that you possibly might give that a little consideration of whether we would have to relocate that business and I substantiate that by saying when you analyze our ability to get to the building, I am referring to the new one we just moved into, we are almost landlocked and the 12 foot in front of it would make it impossible for a vehicle of any size other than a small compact to get to the front of our building. And, of course, in the retail business you build a building that exposes itself to, location wise, to access from the front naturally display and appearance of the building.

The thing that surprised me most about this plan and I am sure that some of my neighbors that are here, and I am glad to see them tonight, will share my feelings. Up till approximately six months ago or less time, it was my feeling that the State had made a decision that the highway would be widened on the other side of the road rather than on the side that we are now on. I cannot see where cost would enter into it, it looks to me like it would cost as much to put on one side as the other and as far as acquiring property it would look to me like on the side we are on it would even be more costly, and I cannot help but think that the City must have felt this way because they came up last summer and blacktopped a limited access road that would be to the south towards Stanfield from us on the same side of the street. Which if this highway goes as it is proposed would render that, I am sure, a large portion of it useless if not all of it.

A question that I thought of that someone asked, I believe you did Mr. Schwartz, and that was where possibly if there was a four-lane cutoff where it might be best to cut it off? From my experience on the City Planning Commission and being on that particular location - the second street, and you will probably have to tell me, I do not know whether it is called Shannon or whatever the street that would go from 395 - number 2, Campbell Drive that is that one, the next one goes through the property and I believe Mr. Harper might have even told you that that was the connecting road in the future down to the Cook property?

MR. SCHWARTZ: That is the, what is that, Kelli Street?

MR. McCALLUM: Kelli, I am not sure, I cannot recall.

MR. SCHWARTZ: Kelli Boulevard.

MR. McCALLUM: Kelli Boulevard, that, perhaps, if there had to be a cutoff, might be one that would bear some scrutiny because it would look like in the future if that were going to be the access to that property that would be a point to be considered.

The thing that concerns me is the lack of possible coordinative planning between the City, and the State, and the people involved. For instance, in the building that we submitted plans to the City and they were okayed by the City, they went to the State of Oregon they were okayed, somewhere along the line someone must have been able to have told us, look, there is a possiblity that that highway may be placed on your side of the road, maybe you should take a second look at your set back.

When a person invests their money to build a business to go into the retail or wholesale business as such, they are not able to pick it up and just move it as easily as you can park an automobile and it entails loss of business while you are moving and additional advertising to tell customers where you went. It seems to me that there is a lack of communication somewhere along the line that the one important person or one of the important persons that should be notified is the fellow that ultimately pays the bill, and he is the guy you nick for the taxes and ask for more, and whether he likes it or not, he has to dig them up and so it is a way of life.

I do not intend to ramble but many of the things that I was prepared to discuss more able people that have preceded me have already touched on them. I thank you very much for the opportunity to come here and address you.

MR. SCHWARTZ: Thank you, Mr. McCallum. We appreciate your comments. Joe DuPuis.

MR. JOE DuPUIS: I think the things I would like to talk about are being covered. Thank you.

MR. SCHWARTZ: Okay. Thank you. Mr. L. P. Gray.

MR. L.P. GRAY: Thank you, Mr. Schwartz. I am L. P. Gray, Mayor of Hermiston. I am here to speak on behalf of the administration and the City tonight progressively to process my comments.

I would start first with the comment that there needs to be an access provided at what I believe we call the Peterson Subdivision, which is approximately halfway between the Maxwell Ditch and the 'A' Line Canal. It is on the north side of the road and I have heard that this was to be developed this summer. It is a platted subdivision, has city utilities in this area and will require an access, and certainly access and curb returns and this type thing should be considered in the early design stages.

Progressively going east, I would comment that I would consider it to be penny-wise and pound-foolish to widen only halfway the needed and desired width of the overpass. Certainly it would be a matter of a few years before that fourth lane is going to be absolutely necessary, and to go in there and do a widening job at this time that didn't do the whole job would be wasteful of the taxpayer's money and still create a hazard.

I am more concerned probably about the hazard of converging traffic created by three-lane situations, by people getting out of their lane if it is not a controlled access lane coming down the hill and getting into an up lane and resulting in a head-on collision, especially as it breaks over the top of the hill. Certainly, I think we should at least go four lanes out to beyond what was referred to earlier as Kelli Boulevard. That will provide access from the Feedville Road and the industrial area known as the Cook Land, some 700 to 800 acres that is just in the very earlier stages of development. That will carry heavy truck traffic and this Kelli Boulevard is a maximum width road, it's wide or wider than your highway and certainly that traffic should be accommodated and planned for in the early stages.

I would like to go back and comment that your proposals for access to the Airport Way Road getting into our airport is probably very adequate in line with our intents and designs, to move that road east or south whichever way you want to call it on this map and bring it back in the curve, such as shown on the existing maps which you have provided for us here tonight, and as I commented earlier, we should have minimum, very minimum - put in four lanes, (five lanes), four lanes over the overpass and go right back to five lanes, carry that out and very minimum beyond the Kelli Boulevard, coming out of the Campbell Subdivision which will also carry the catch from the industrial area, the Union Pacific Railroad to

Feedville, and the Feedville Road, the Cook property and the Campbell property. That certainly should be accommodated at the very earliest stages of development.

I would comment further that the City has required a developer, Mr. Campbell, Mr. McCallum just referred to, that required them to provide a frontage road with limited access to the highway in the interest of safety. We feel this is very important, Mr. Cruikshank has been asked to do the same thing as he developes his land north of the road, which is not shown on this map. Mr. Cruikshank says he's going to have to have access here to a limited access road, he is going to have to have some access there. This needs to be considered and about really the only two other things I have to comment on at this time would be that it is our opinion that the right of way at the Campbell property at least should be acquired on the north side of the road. Your present right of way would be right in the middle of the frontage road that has been required to be put in by the City to provide safety out there. I think it would be very poor planning to try to acquire property on the south side; it destroys existing limited access capabilities.

The only other comment I would have would be in regard to Hooker Road, we call that Ott Road, I do not know whether that is very important, but at that point Mr. Draper made some comment about closing that road. That road does provide access to the Union Pacific Hotel provided by the Union Pacific down there. It also will bring truck traffic onto that road and this road will undoubtedly, in the foreseeable future, become a city street. The city limits is in the center of that road down the section line and certainly that will probably be a city street one day. Then the City and the County can go back to deciding who is going to develop which side of what street.

But certainly I would be concerned; the only thing I think you could do to improve that there, you have removed the access to this road, Hooker Road, Ott Road, from the depth of that draw and moved it out on top. I looked at the profile map and you show a five or a six-foot fill. If anything were to be improved beyond that point the profile should show a cut made at the top of that road leveled out to further increase the view from that point to make that practically a level access. That is the only form of ours that highway construction is concerned at that point.

This briefly, I think covers the main concerns of the City. We appreciate getting the approach from Fourth Street up to take care of that traffic and it is almost frightening sometimes if you get down there about that stop light and see the traffic. I was down there last night just below the Highland Street there and that traffic came flooding out of there - made me think I was in Los Angeles for a few minutes - all those lights coming at me at night.

Certainly that needs to be taken care of and to provide for foot traffic and the curb to protect the banks and everything, I think that is very wise and certainly it is our feeling that as far as the City is concerned that curbs and gutters are necessary in the development of any road that carries traffic and it is in line with the rest of the City's, planning through town. It is in line with our planning north of town to provide these certainly within the developed area.

If there are no questions, I think this largely covers the concern of the City. Did you have any questions?

MR. SCHWARTZ: No, I understand your remarks and we will take them into consideration in the final plans for this highway and we appreciate your comments.

MR. GRAY: We would be very pleased to work with you and your staff at any time that we can.

MR. BUD DRAPER: (Inaudible)

MR. SCHWARTZ: You can take that up with the City, Bud.

MR. GRAY: Bud and I have always got a point.

MR. SCHWARTZ: Okay.

MR. GRAY: We are down different sides of it though.

MR. SCHWARTZ: I have now gone through all the cards and everyone who has indicated the desire to speak. (handed additional cards) A lot of the later arrivals, I have a couple - three more who wish to comment. A Clark Dumond.

MR. CLARK DUMOND: My name is Clark Dumond. I am a small retail operator in the Village Port. And the only reason I came to this chair is just to add to what everybody else has said. That to get to our store it is necessary to turn off the highway to the left and traffic going north, coming down the ramp, our customers got the first chance to get killed as they leave town and there is plenty of chance there. We have stood in our front door many times in the last year and could count anywhere from six to fifteen vehicles going both ways up that ramp.

If anything the four-lane highway in my opinion should go past the airport. Probably to the end as somebody suggested to the end of the City limits as it shows on this map.

But my interest is in safety, getting on and off that highway to the left. People can go up to the right to the Cemetery Road, they are already dead, but when they go up to the left, they are just waiting to get killed.

We go from town out to the store two or three times a day. I always go up Highland to 10th Street and go in the back way. I advise people to come out to the store that way because it is dangerous even on good roads to go from town out to the 'A' Line Canal and turn off to the left. Thank you, Sir.

MR. SCHWARTZ: Thank you, Mr. Dumond, I guess it was. Correct? Don Albert.

MR. DON ALBERT: I am Don Albert. I own and operate Quimby Trucking and we are located on - I own six acres on 395 adjacent to 395 and South Airport Road. As I understand, about a thousand trucks go through Hermiston and Stanfield and I have heard several comments about the trucks and probably a tenth of those are mine. So I am concerned about what you are doing here and that is why I am here.

The three-lane highway between the 'A' Line Canal and is that Airport Road - we go up and down that hill all the time and I understand what Mr. Ferguson says there that, it would be helpful on the three-lane - on the slow-moving traffic going up the hill, but it should be a concern going down the hill also because heavy laden trucks do try to slow down going down that hill. I am sure that the general public do not believe that sometimes. I believe that stretch of road there should be four lane along with the other two proposed.

This may sound like it is off from what we are talking about directly here, but another thing that would help this road considerably is another truck route. And that truck route, I believe, down Edwards Road would help alleviate the truck traffic off of this road, and there is about a mile of road down there that needs to be paved and some traffic control signs on that road and this would help your traffic control, I mean your truck traffic, it would get a lot of this truck traffic off of this road. That is all I have thank you.

MR. SCHWARTZ: Thank you, Mr. Albert. Cecil Thompson.

MR. CECIL D. THOMPSON: I am Cecil Thompson and I won't have to worry about the highway because I am going to be wiped out. Most of the comments this evening have been primarily what I have to say also. I do know that votes and the money usually are placed in the larger areas where you do get the votes, but I am respectfully requesting that some of the funds come to the smaller areas. I have to agree with Mayor Gray when he indicates that this project could be penny-wise and pound-foolish because change orders, as you know, after you let the bids do cost extra taxpayer's dollars.

My neighbors up and down the highway have discussed primarily the safety factors involved in egress and so forth onto the highway. And I would have to agree with Mr. Kenney and Mayor Gray that a four-lane highway should be at least considered to either Kelli Road or Hooker Road or Feedville Road for that matter.

The access points - and I would also like to add that this afternoon I appreciated my conversations with you, and the information that I received. But I think at this point that this is preliminary planning right or are those plans that you have are not set in concrete? There will be changes made at this point? Very good, but I would respectfully request that you look at Airport Road, Kelli Road and Hooker Road. Thank you.

MR. SCHWARTZ: Thank you, Mr. Thompson. Again, I have gone now, I believe, through all of the cards where people indicated they wish to speak. I have still one card here with "possibly" on it and at this time I would like to ask Peter Turping if "possibly" he would like to say something.

MR. PETER TURPING: No, I have no comments this time.

MR. SCHWARTZ: Okay, thank you. Has anyone changed their mind about wishing to speak at this time? If you have, we would be glad to hear from you. Mayor Gray would like to say something - he forgot something.

MR. GRAY: I would like to make one further comment. It is a concern I overlooked and that is to direct your attention to the fact that your utilities, the Light Company and the Telephone Company, I am surprised they are not represented here, have utilities on the south side of the highway where you propose to move. The Telephone Company just got through burying cable right down along where you would put a highway, and certainly it should be of very great importance to be considered in the side of the highway in which you acquire property. Essentially the north side of the highway - north or east side however you designate it - is undeveloped. The south side does have the developments at the point that I previously pointed out in the Campbell Subdivision. The utilities are the Telephone and the Light Company (I don't know which Light Company it is) are within that proposed right of way as I understand it. Certainly these things should be considered because of the cost to the Highway Department and to the utilities. Thank you.

MR. SCHWARTZ: Thank you, Mayor. Yes Sir, the gentleman in the back row. Would you tell us your name and maybe come up and sit at the table.

MR. MILTON CULP: My name is Mr. Milton Culp and I own Culps Welding. Where did they get that there is no property there? I mean, I own a welding shop and my boys run a machine shop. It seems to me like that you're creating a deathtrap if you go from a four to a three lane right there. It is a deathtrap and I do not think it is good planning at all to create back to a three and so when they say there isn't any property there, there is a business there. I mean, it is called welding.

MR. SCHWARTZ: You are alluding to Mr. Gray's last remark?

MR. CULP: Well, I am, relating to anybody.

MR. SCHWARTZ: No, I wasn't, he made the remark, I believe, just before you.

MR. CULP: Well, yes but I don't want to get taken out any more than anybody else.

MR. SCHWARTZ: I just wanted to clarify that point.

MR. CULP: Well, yes but like I say, I don't want to see Mr. Mallory hurt and I don't want to get hurt either, and Mr. Quimby he has those trucks coming right there. I think that four lane should certainly go on past the South Airport Road on down the road someplace but don't stop it there, because it is a hazard and I think it is better to build a little than to just go ahead and have to do it over with - now don't you agree?

MR. SCHWARTZ: I understand what you are saying. I will keep my personal feelings to myself. Thank you, Mr. Culp, we appreciate your remarks. And another gentleman, would you care to step forward? Mr. Albert again I believe.

MR. ALBERT: Sorry, I missed a couple of points here. I am Don Albert and trucks on a three-lane highway, they have a difficult time when they are going on a three-track road. A four-lane highway up and down that road would be considerably more safe.

Also what brought to mind, Mr. Culp is my neighbor and what he says is true. If you stop that two-track road right there at his place, I know, our trucks slow down there and I see this happen every night and I am sure that Mr. Culp will agree with this, and when the trucks slow down there, they have to make a turn into my place and the traffic is held up right behind. It holds the traffic up and it makes it clog up as it goes through town. Thank you.

MR. SCHWARTZ: Thank you, Mr. Albert. Is there anybody else? Yes, the gentleman.

MR. NORDEN STEFANIDES: I am Doctor Norden Stefanides. I own the Hermiston Veterinary Clinic, which is on the corner of 395 and South Airport Road. I would just like to add my comment to what Mr. Albert and some of the other people have said.

The hill that starts from the Canal up until the Farmers Market or Cornucopia Market is extremely hazardous especially in the wintertime when you are going down the hill and there is any ice on that particular stretch of road, if somebody turns either direction to go towards the cemetery or towards the Sheet's property there, trucks or something behind there could never stop. It would be a real catastrophe and I really would like to emphasize the fact that I think this particular stretch at least to the top of the road should be four lane. It is very hazardous, I cannot see how you would even consider it three lanes there, it is terribly illogical. Thank you.

MR. SCHWARTZ: Thank you, Doctor. Anyone else? Yes.

MR. TOM KOSMOS: My name is Tom Kosmos and I am the property owner between Maxwell Canal and 'A' Canal and it is on the west side of the highway.

I have not seen any provisions for any accesses to the property at all, in fact there might be one on the map, but I am sure those might be coming later. I do not know what your plans are there.

But speaking from my own standpoint, and I believe whatever distance you may decide to go with this highway, start out with a four lane. I would like to see it pass the airport businesses, go on a four lane with a turn-off lane in the middle. I do not think it would be very wise to go from three to four and from four to two, you know, so I feel whatever you do there, you might as well carry the program through the same all the way. I do not have anything else to add to.

MR. SCHWARTZ: Sir, I did not get your name and I want to make sure that your name is on the record.

MR. KOSMOS: Tom Kosmos.

MR. SCHWARTZ: Kosmos.

MR. KOSMOS: Yes.

MR. SCHWARTZ: Okay, thank you, Mr. Kosmos. I have a question here Mayor that I am not sure that I understand, but I will ask it. It is from one of our staff. Mayor, do you advocate curb and gutters on this project all the way to the City limits or is the section that we have picked out here adequate? Apparently, something you said raised this question in the mind of one of our staff.

MR. GRAY: Mr. Schwartz, I think it is a little early to talk about to the City limits - Hooker Road or Ott Road as we call it. I'm particularly concerned on the hill approach to town, neither descending or ascending, to maintain the shoulders and they are important. They control water and wasting of the edges of the road but they also control traffic, control access. This type of thing. I think that in any heavily developed area, the curbs to control access are very essential.

I would ask you to compare the approach taken in the north end of town, north of town on 395 where we have almost unlimited access to the highway, where in town as we progressed out our intents are that it all be controlled access - controlled by curbs. I do not think you can regulate traffic without it and certainly it maintains roads. We would not think of building a city street without a curb and gutter to maintain the edge of that street, maintain the edge of the pavement and to maintain the shoulder. These are the considerations we have. No, I think it would be, at this point, too early to talk about that. North of town, I understand that they are to be put in, the businesses are there and certainly they need to be there to control it and for the other reasons that I mentioned.

MR. SCHWARTZ: But on this project where we propose to stop the curbs, you feel is satisfactory?

MR. GRAY: I don't know if I exactly know where that is right at this point.

MR. FERGUSON: That is 'A' Line Canal.

MR. GRAY: The 'A' Line Canal. Probably if we could maintain access control at the subdivisions up there of Campbells, Cook land and Mr. Cruikshank's out there. Uncontrolled access is a very dangerous situation. We do not have the waste problem there; a washing problem that we would have on the hill. My comment particular referred to that part of the highway between Fourth Street and the 'A' Line, yes, and of course the construction of the viaduct would take care of that part and then essentially level from that point on. Is that - ?

MR. SCHWARTZ: Yes, that answers my question, Mayor, thank you. Now before we close, I would again like to remind you that written comments, if you have any or you think of any, will be accepted as a part of the testimony of this hearing, and your written comments if you have written them now, you can leave them here tonight or if you are going to go home and think of something to write as a comment on this hearing, you can mail it to the Oregon Transportation Commission, State Transportation Building, Salem, Oregon 97310 and if everybody's well, yes Sir -

MAN IN AUDIENCE: Mr. Schwartz, I have a question.

MR. SCHWARTZ: Would you ask your question up here, we are competing with the train, I think.

MR. McCALLUM: My question, Mr. Schwartz is information back time wise, for example, we have a building with quite a little bit of space for rent and it is hard to get tenants committed on leases when they do not know whether they are going to be able to commit their finances there for a given length of time or whether they would look elsewhere. From our past experiences, of course, governments do not move very fast and I would like to have your comments of how soon we might and we, meaning the people up here, might be getting some indication back on what we might expect out of what transpired here tonight and what they intend to do in Salem or wherever this thing goes from here and that is all I have as a question, Sir, thank you.

MR. SCHWARTZ: Just off the top of my head, I would say that after this hearing tonight, within probably 60 days from now, we will know what has resulted from this hearing, what changes are to be made, and when we are going to proceed and so forth. But it takes some time to analyze this testimony and prepare a study report for our Commission. In addition to that, if there are any corrections or changes to be made to the Environmental Document that we have submitted on this project, they have to be made. They again have to be submitted to the Federal Highway Administration for their approval of our final document and I think we can anticipate that all of this might take as much as 60 days at this time.

MAN IN AUDIENCE: Will there be another hearing?

MR. SCHWARTZ: We do not plan on one unless everybody is just terribly opposed to what we are doing here. Yes Sir, the gentleman.

MAN IN AUDIENCE: Can you give us the address for written comments, please?

MR. SCHWARTZ: Yes, the address for your written comments would be the Oregon Transportation Commission, State Transportation Building, Salem, Oregon 97310. Now if there are no further comments, at this time, yes Sir.

MR. KENNEY: I do have one thing I would like to bring up. My name is Bob Kenney for the record. But a lot of discussion about that four-lane road, there is just a lot of traffic, no personal reason, because I own some property there at Feedville, but there is just a lot of truck traffic that goes on out to the farms and stuff directly east on Feedville Road. I would just like it for the record if there is any possible way financially or any other way, I think the most feasible distance to run that four-lane road would be to Feedville.

MR. SCHWARTZ: To Feedville.

MR. KENNEY: Yes Sir.

MR. SCHWARTZ: Thank you, Mr. Kenney, we appreciate your opinion on that. I would now like to declare this hearing officially closed at 8:47 p.m., however, we will be glad to stay here and talk to any of you folks or go over any of these exhibits with you and we will stay here as long as you want to but the hearing is closed. Thank you.

CARD COMMENT

MR. DENNY EDWARDS: The ADT, I'm sure, has increased to nearly the minimum required for a four-lane road. If not, it surely will in the near future and I think four lanes should be built all the way to I80N. It will save money with the rate of inflation at what it is.

PACIFIC POWER & LIGHT COMPANY

PACIFIC POWER
& LIGHT COMPANY
P. O. BOX 220 • PENDLETON, OREGON 97801

February 25, 1980

☒ RE ☒ RCE ☐ RME ☒ ROE
☐ RFA FEB 26 1980 ☐
RECEIVED
REGION 5 OFFICE

Mr. W. E. Schwartz
Regional Engineer
Oregon State Highway Division
P.O. Box 850
LaGrande,Oregon 97850

Dear Mr. Schwartz:

Reference is made to the proposed widening of Highway 395 between Hermiston and Stanfield and the right-of-way requirements.

As you are aware Pacific Power has a 12.5 KV distribution feeder power line adjacent to subject highway which supplies power to our customers in the Stanfield and Echo area from our Hermiston substation. Our distribution feeder may have to be relocated in part or in whole (some 60 poles) depending on the various alternative highway engineering plans which will be approved by your department.

It has come to my attention that there was some specific discussion between representatives of Pacific Power and members of the Oregon State Highway Division Engineering Staff back in 1971 regarding the proposed highway widening projects designed at that time. Both the age of Pacific's power line and the proposed State Highway design changes today requires that previous suggestions and offers be reviewed as to the present situation. I have been given a non-detailed estimated cost to relocate subject power line by the District's Estimating Department which could amount to between $75,000 and $80,000 based on current labor and material costs.

Pacific's Local Manager in Hermstion attended a public hearing held in Hermiston on February 12. Both he and the news media reported on concerns expressed by several property owners and local and county officials. Expressed were concerns to any right-of-way acquisition of the west side of proposed highway widening due to the existing and increased development of westside properties.

In reviewing a copy of the State's Draft Negative Declaration I find no reference to Pacific Power's distribution feeder and its adverse effect, if any, on the proposed widening of subject highway.

cy- Commission Services
Hermiston
[illegible]

I would appreciate the opportunity to meet with you or your representative of the State Highway Division Engineering Staff to arrive at an acceptable conclusion on this right-of-way and pole relocation issue.

Sincerely,

Mel Joy
District Manager

RECEIVED
FEB 28 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Mr. John G. Edmiston
P. O. Box 183
Hermiston, Oregon

February 20, 1980

RECEIVED
FEB 25 1980
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Oregon Department of Transportation
Oregon Transportation Commission
Salem, Oregon 97310

Dear Sir:

We attended your afternoon informal session at the Civic Recreation Center, in Hermiston, in regards to the Hermiston-Stanfield North City Limits Section, U. S. Highway 395. At this time, we acquired very little useful information no more than we had already garnered from the highway representative that had called on us a few months earlier at our residence. The two things that we did receive for our efforts were that: (1) your people are unaware of the truly binding and unliveable position that our house will be in ------OR--------choose to hope that we will solve the dilemma ourselves creating an unnecessary financial burden on us.

(2) At this time, we also picked up a copy of your 36 paged mimeographed plan, which if I had taken immediately the time to read, I would have been at the hearing that night, voicing our disapproval of elements in that report which this letter addresses itself to.

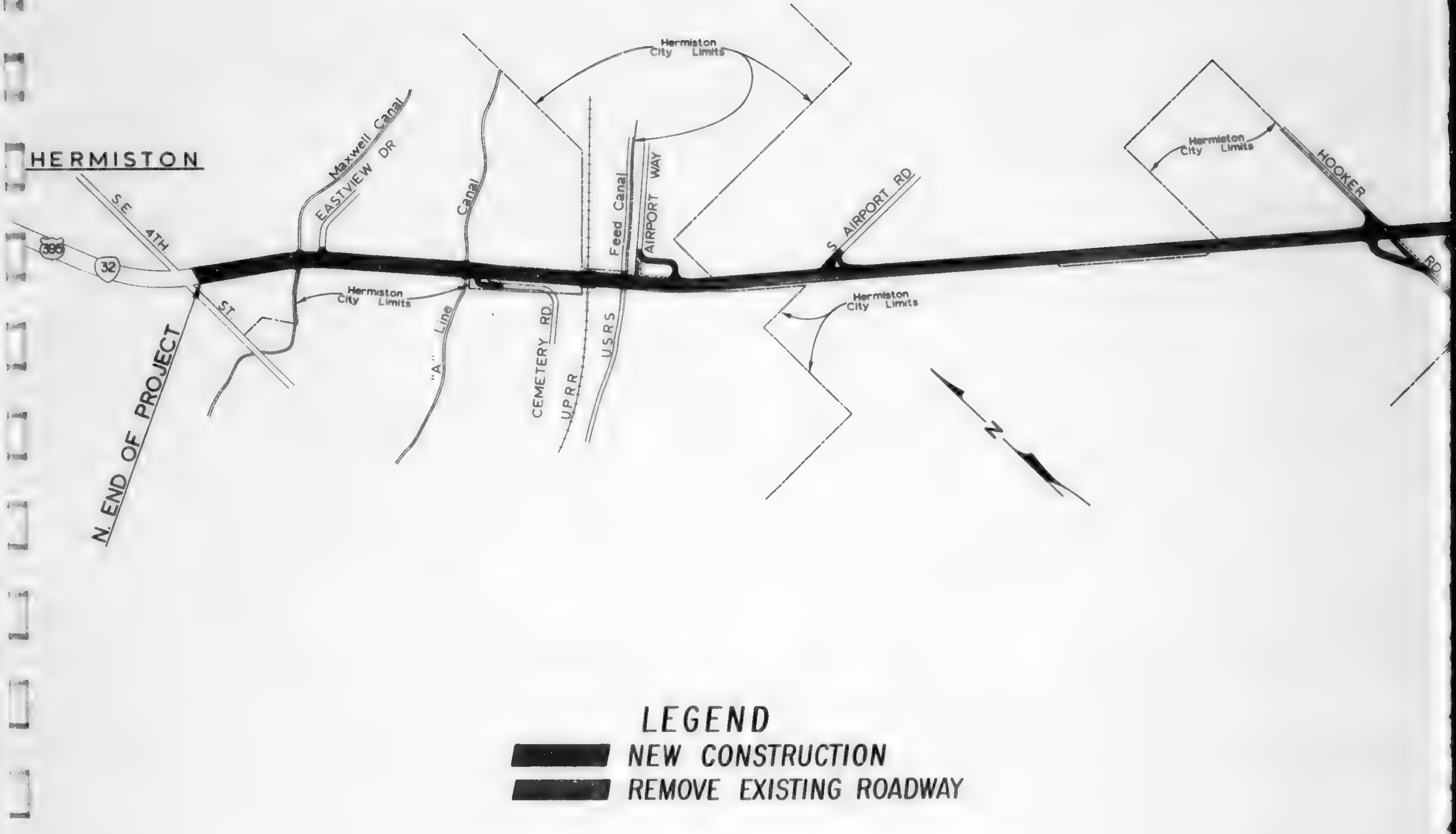
Our primary concern has to do with page 14, where it states that no residences would be displaced. The man we talked with made reference to the fact that if we couldn't live here under those conditions that someone else would be happy to. The same thinking could be applied to living in a cave, some are built for it and some are not. The impact of the closeness of the highway would so lower our degree of liveability that we complain vehemently to your insinuation that the effects are not serious enough to entertain displacement proceedings.

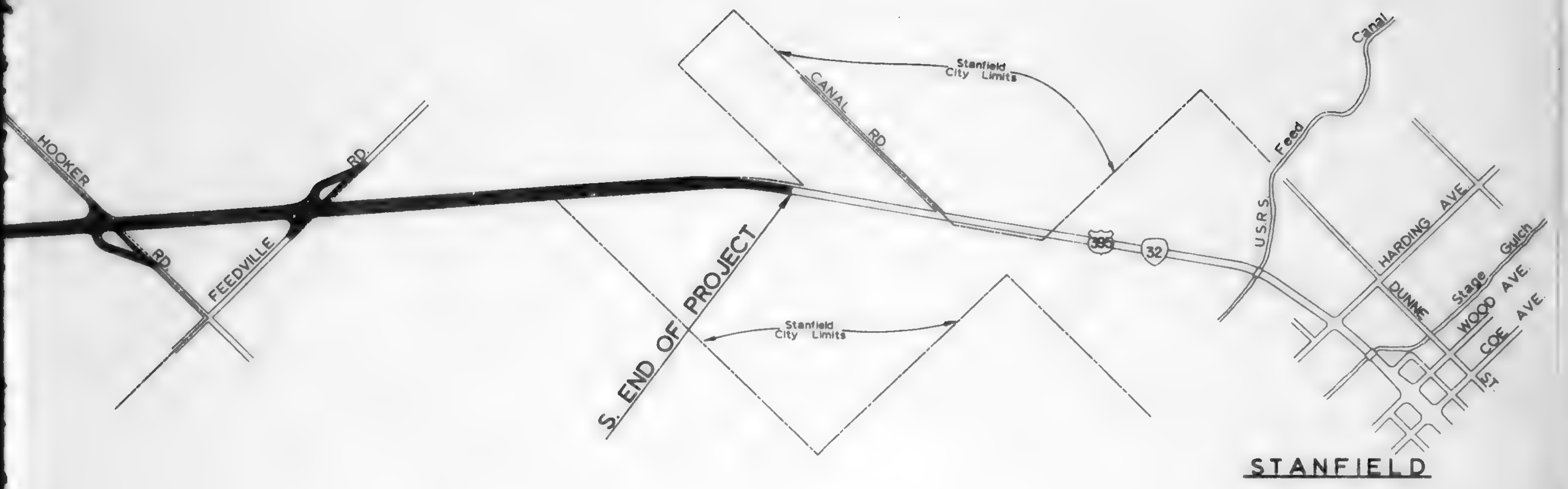
Allow me to refer to page 16 where it states under social impacts that this project would have no significant adverse impacts on social groups such as: school age children. With the highway being 15 - 20 feet from my front porch, it reminds me of the sick old joke: "Kids why don't you go play on the freeway?" With four school aged children and one pre-schooler, we don't like their chances out there even with your new highway. At this time, I won't trouble you with the accident rate incurred on my property over the last thirty years, but I do have the figures to establish the fact that all the trees around here are not just for shade.

Perhaps one of the strongest cases for displacement of our home is pointed out sufficiently by your own report on page 33, paragraph 1 and 4 where you admit to a serious noise problem occuring at our home, but the construction of a noise relieving barrier is deamed to costly.

We anxiously await your decision, as to how you plan to rectify the injustices you are presenting us with.

Sincerely,
John H. Edmiston


HERMISTON
395
32
S.E. 4TH ST.
N. END OF PROJECT
Maxwell Canal
EASTVIEW DR
Canal
"A" Line
Hermiston City Limits
CEMETERY RD
UPRR
USRS
Feed Canal
AIRPORT WAY
Hermiston City Limits
S. AIRPORT RD
Hermiston City Limits
Hermiston City Limits
HOOKER RD
N
LEGEND
NEW CONSTRUCTION
REMOVE EXISTING ROADWAY


HOOKER
RD.
FEEDVILLE
RD.
S. END OF PROJECT
CANAL
RD.
Stanfield
City Limits
Stanfield
City Limits
395
32
U.S.R.S.
Feed
Canal
HARDING AVE.
DUNNE
Stage Gulch
WOOD AVE.
COE AVE.
ST.
STANFIELD

OREGON DEPARTMENT OF TRANSPORTATION

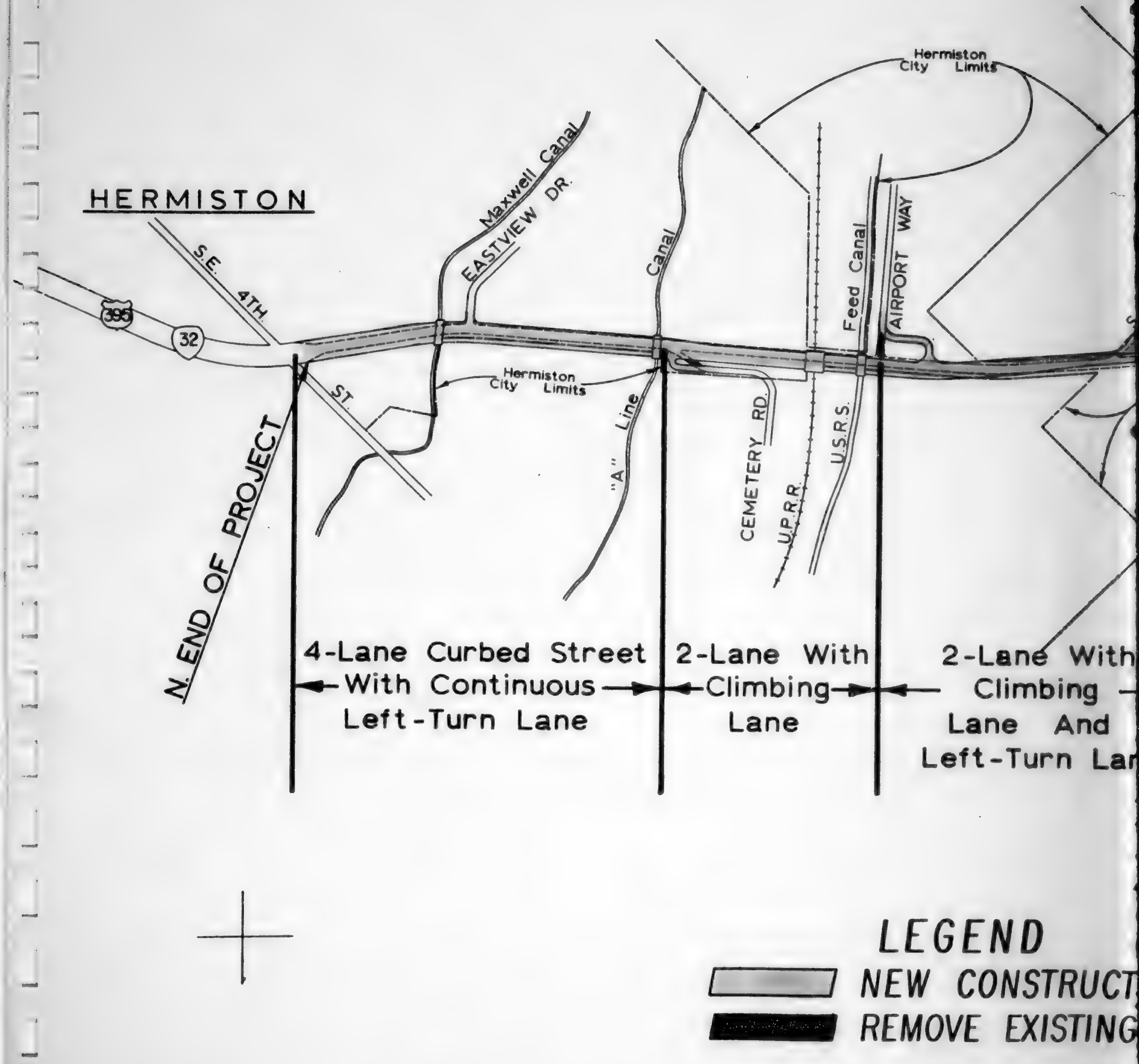
CORRIDOR – DESIGN HEARING MAP

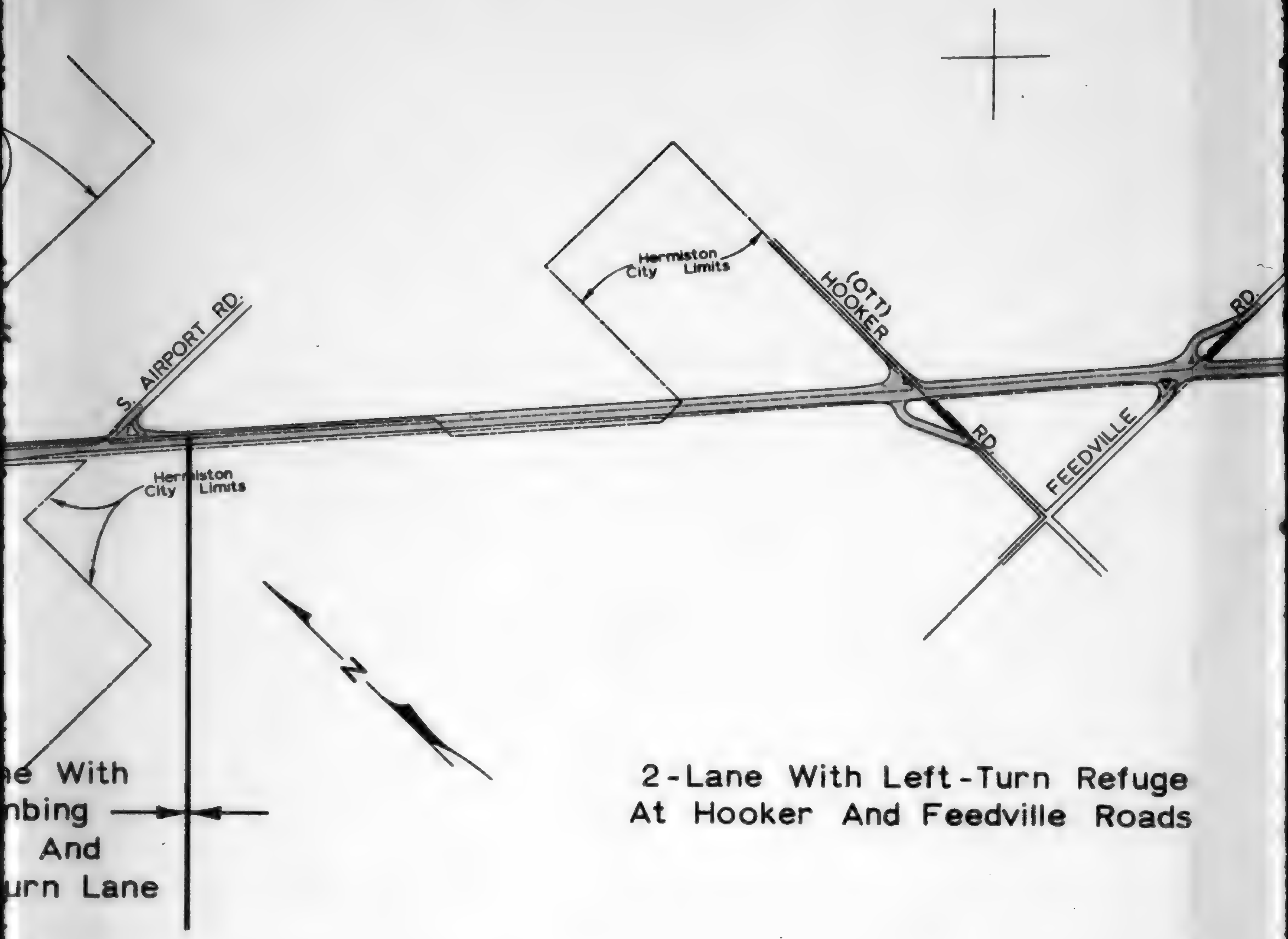
HERMISTON – STANFIELD N.C.L. SEC.

UMATILLA – STANFIELD HIGHWAY

UMATILLA COUNTY

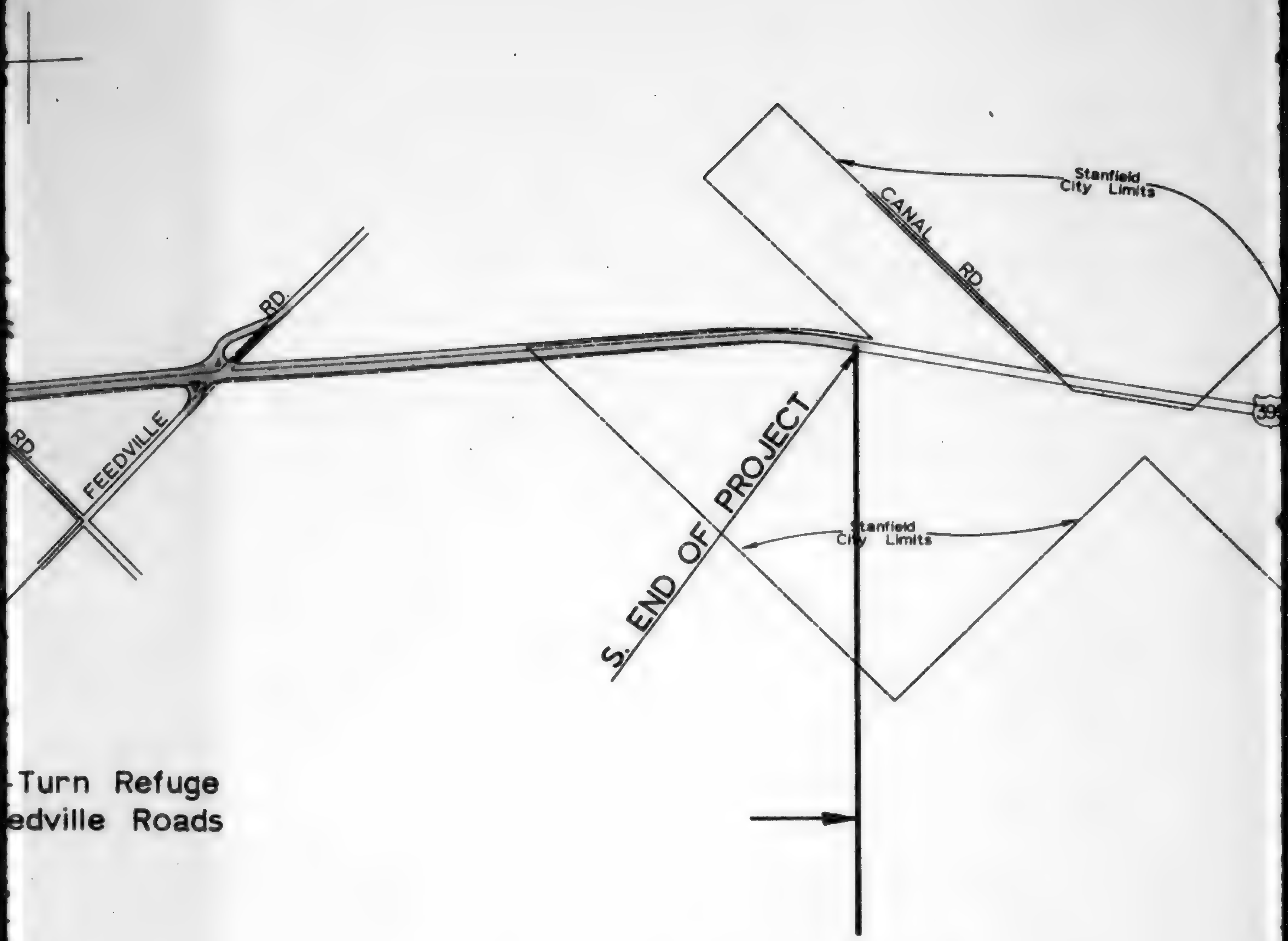
1979


HERMISTON
S.E. 4TH ST.
395
32
Maxwell Canal
EASTVIEW DR.
Canal
Hermiston City Limits
Hermiston City Limits
Feed Canal
AIRPORT WAY
"A" Line
CEMETERY RD.
U.P.R.R.
U.S.R.S.
N. END OF PROJECT
4-Lane Curbed Street With Continuous Left-Turn Lane
2-Lane With Climbing Lane
2-Lane With Climbing Lane And Left-Turn La
LEGEND
NEW CONSTRUCT
REMOVE EXISTING


S. AIRPORT RD.
Hermiston City Limits
Hermiston City Limits
(OTT) HOOKER RD.
FEEDVILLE RD.
N
ne With
nbing
And
urn Lane
2-Lane With Left-Turn Refuge At Hooker And Feedville Roads

D
STRUCTION
XISTING ROADWAY

HERM


Stanfield City Limits
CANAL RD.
RD.
FEEDVILLE
RD.
S. END OF PROJECT
Stanfield City Limits
395
-Turn Refuge
edville Roads

OREGON DEPARTMENT OF TRANSPORTATION

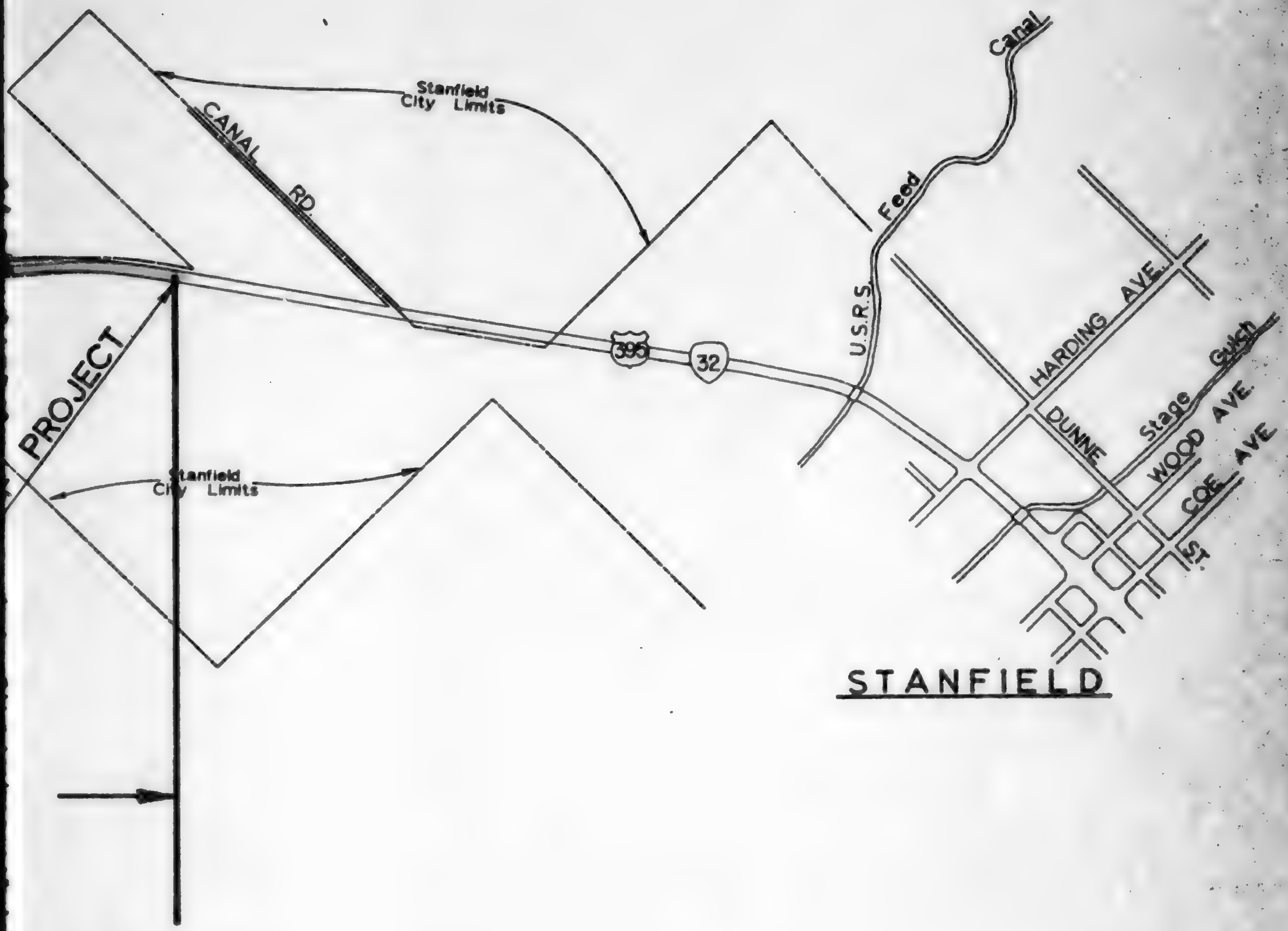
CORRIDOR – DESIGN HEARING MAP

HERMISTON – STANFIELD N.C.L. SEC.

UMATILLA – STANFIELD HIGHWAY

UMATILLA COUNTY

1979


Stanfield City Limits
CANAL RD.
Canal
Feed
U.S.R.S.
PROJECT
395
32
HARDING AVE.
Stage Gulch
DUNNE
WOOD AVE.
COE AVE.
ST.
Stanfield City Limits
STANFIELD

OF TRANSPORTATION

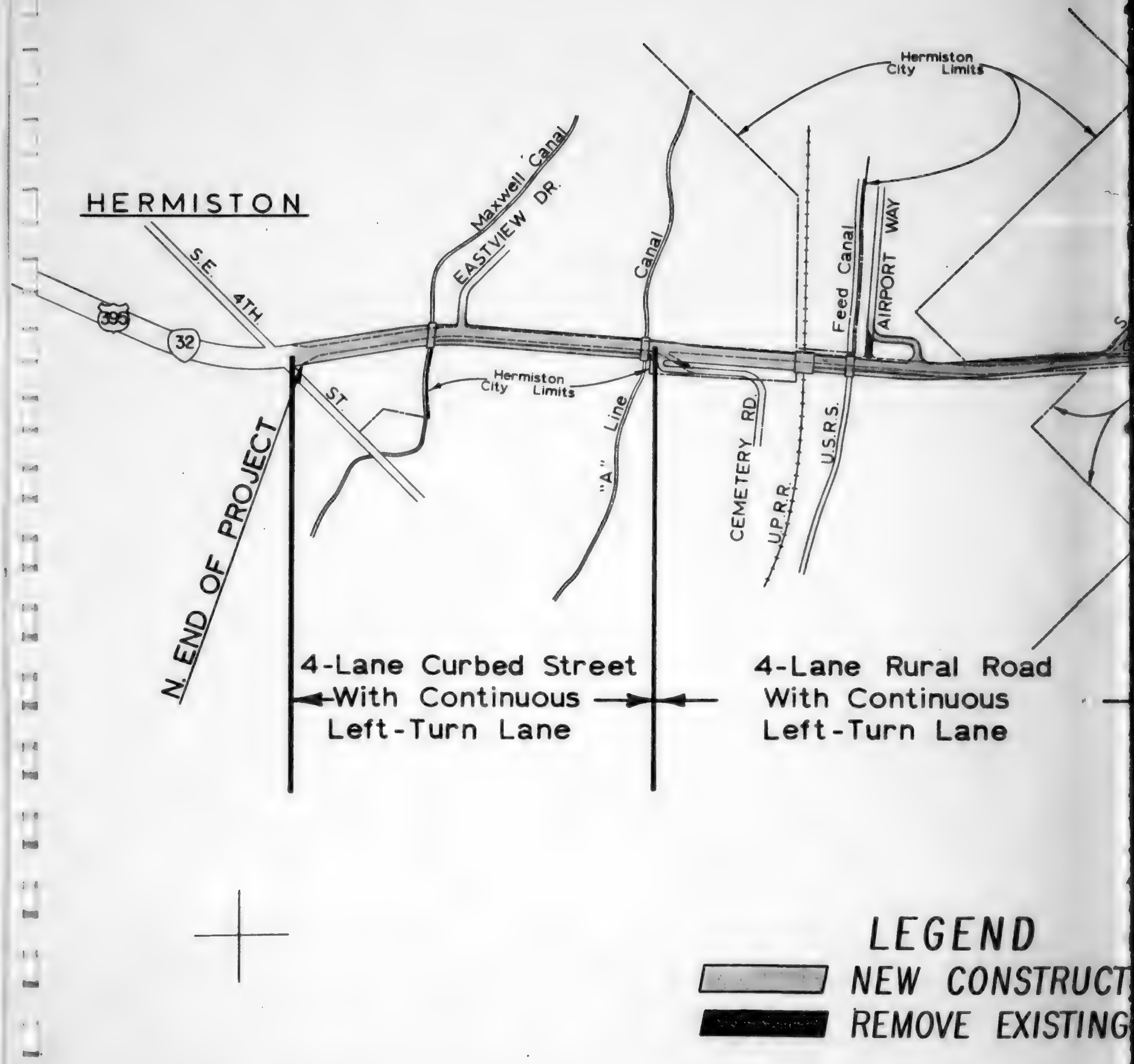
GN HEARING MAP

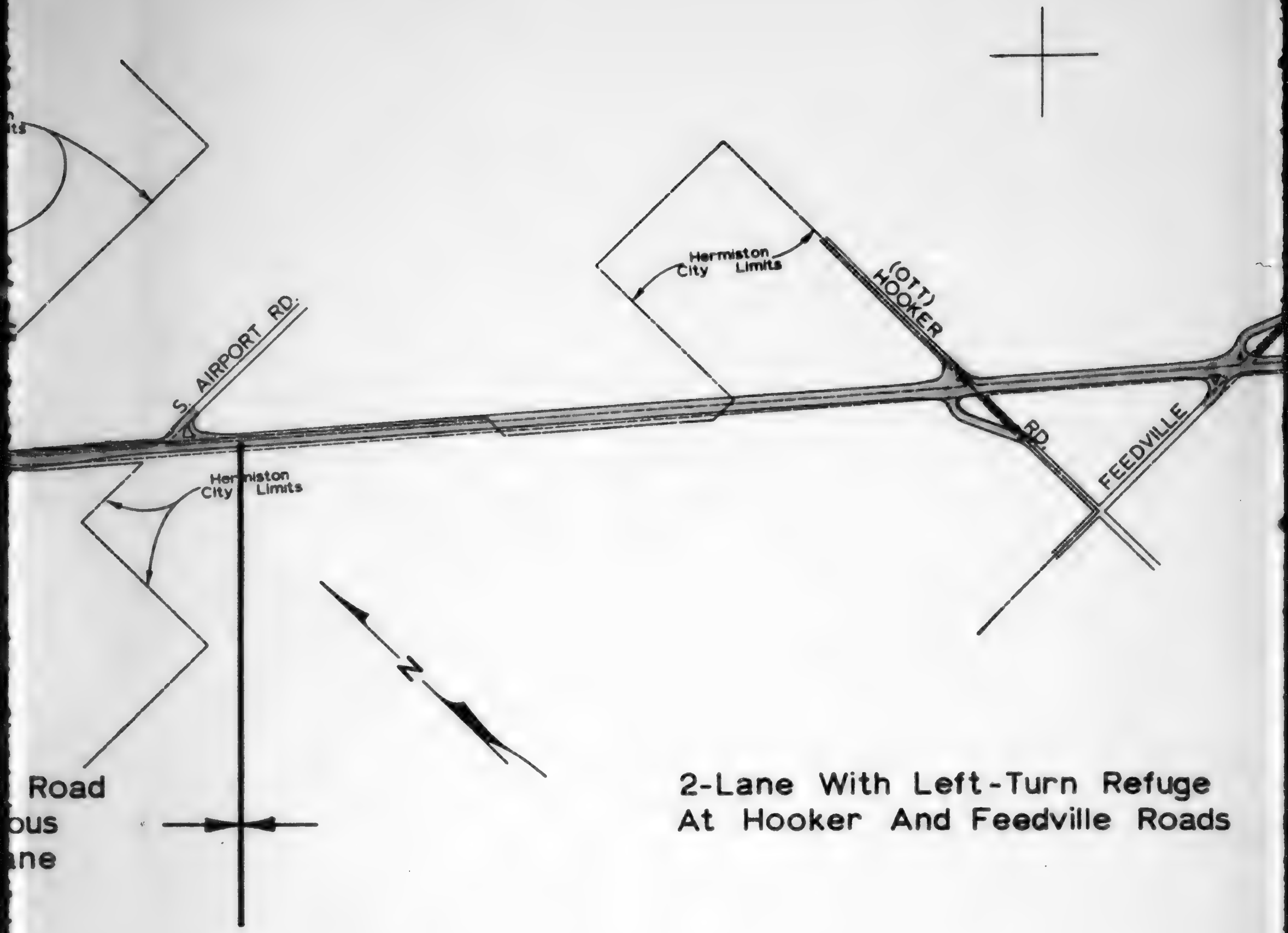
IELD N.C.L. SEC.

FIELD HIGHWAY

COUNTY

HEARING ALTERNATIVE

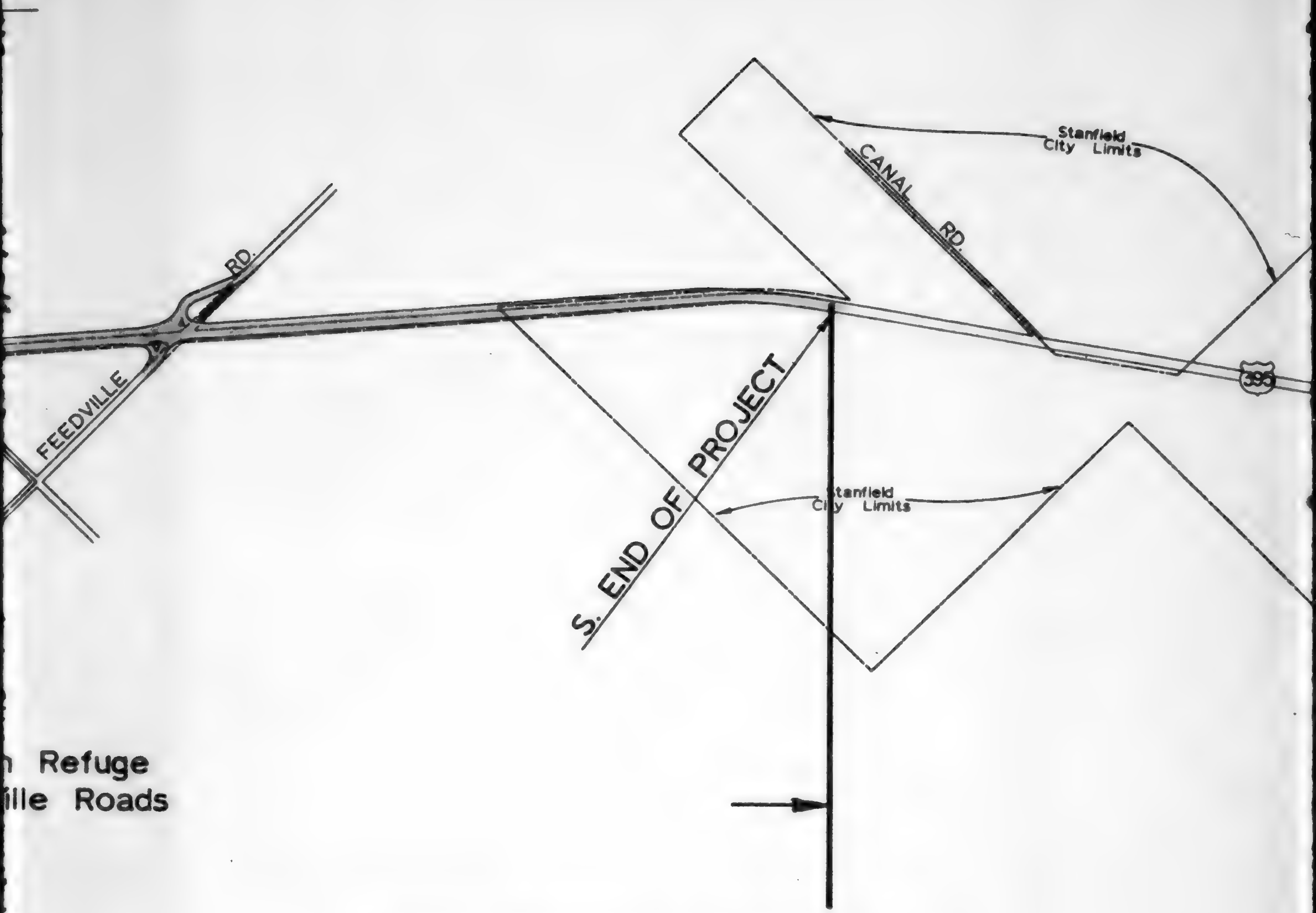

HERMISTON
S.E. 4TH. ST.
395
32
Maxwell Canal
EASTVIEW DR.
Canal
Hermiston City Limits
Hermiston City Limits
Feed Canal
AIRPORT WAY
"A" Line
CEMETERY RD.
U.P.R.R.
U.S.R.S.
N. END OF PROJECT
4-Lane Curbed Street With Continuous Left-Turn Lane
4-Lane Rural Road With Continuous Left-Turn Lane
LEGEND
NEW CONSTRUCT
REMOVE EXISTING


Hermiston City Limits
S. AIRPORT RD.
Hermiston City Limits
(OTT) HOOKER RD.
FEEDVILLE
N
Road
ous
ane

2-Lane With Left-Turn Refuge At Hooker And Feedville Roads

END
CONSTRUCTION
E EXISTING ROADWAY

HE


RD.
FEEDVILLE
CANAL
RD.
Stanfield
City Limits
395
S. END OF PROJECT
Stanfield
City Limits
n Refuge
ille Roads

OREGON DEPARTMENT OF TRANSPORTATION

CORRIDOR – DESIGN HEARING MAP

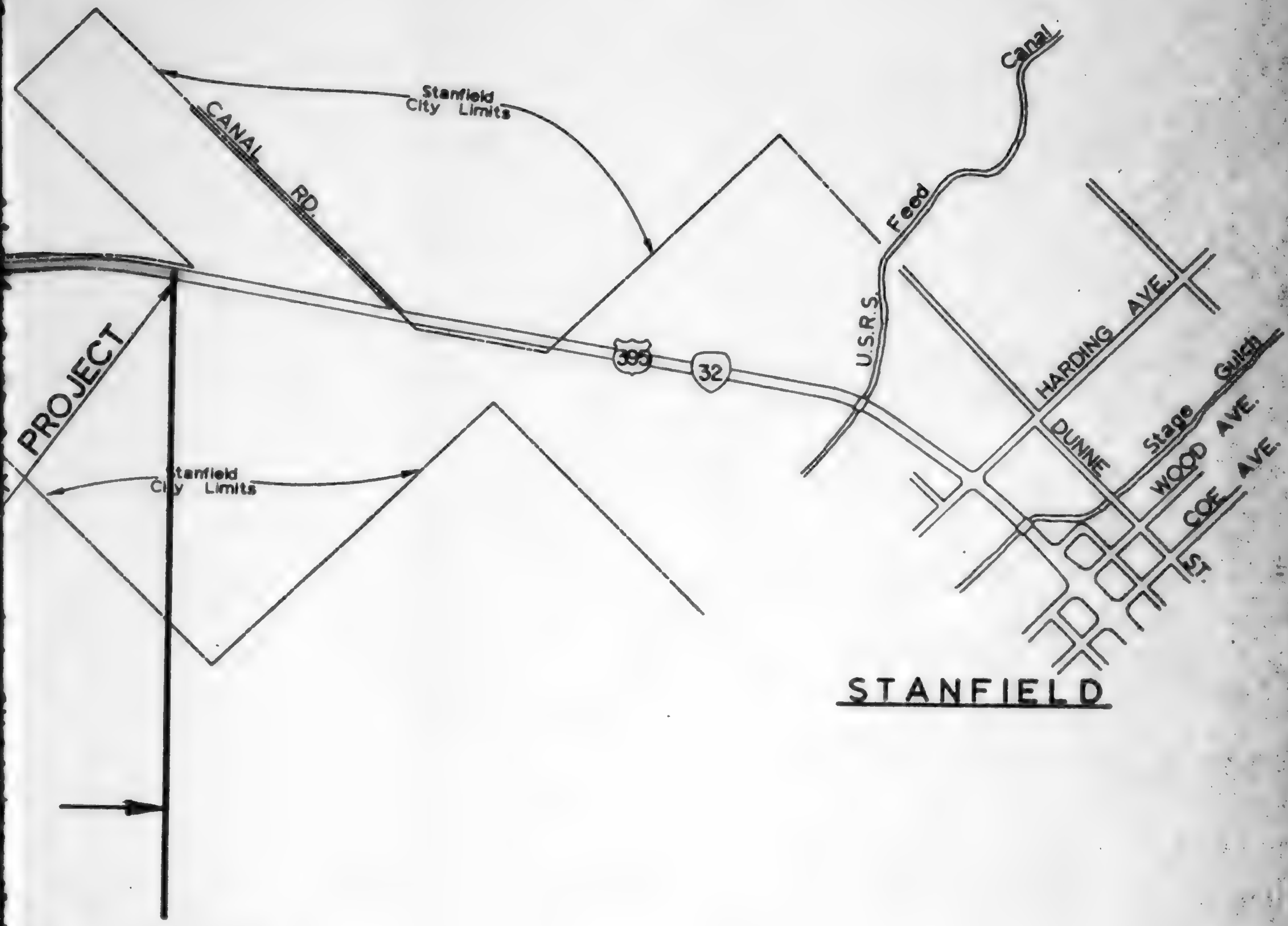
HERMISTON – STANFIELD N.C.L. SEC.

UMATILLA – STANFIELD HIGHWAY

UMATILLA COUNTY

1979

RECOMM


Stanfield City Limits
CANAL RD.
Canal
Feed
U.S.R.S.
HARDING AVE.
395
32
PROJECT
DUNNE
Stage Gulch
WOOD AVE.
COE AVE.
ST.
Stanfield City Limits
STANFIELD

F TRANSPORTATION

N HEARING MAP

IELD N.C.L. SEC.

IELD HIGHWAY

COUNTY

RECOMMENDED ALTERNATIVE

Coulter [illegible]

☐ RE ☐ RCE ☐ RME ☒ ROE ☐ RFA

P 2 1980

RECEIVED
REGION 5 OFFICE

Con. 2 4
Umatilla
Stanf.

Officials praise plan for Highway 395 bypass

By SUSAN GORDON
Oregon Editor

STANFIELD — Revised plans for construction of a Highway 395 bypass east of Stanfield got a positive reception Thursday from city and county officials.

State Highway Division personnel introduced the new plan to local government representatives at a morning meeting at City Hall. About 12 people attended.

"It seems to me like the consensus is we're all in favor of the bypass," concluded Carlos Van Elsberg, Umatilla County public works director.

City Council President Tom Milligan said the Highway Division had gotten rid of 80 percent of the objections voiced by a citizens' advisory group when the road was rerouted south of Maurice Koester's irrigation circles.

The proposed three-mile bypass starts north of Stanfield near Canal Road, northeast of the new Stanfield High School. It would connect with South Edwards Road at the drainage canal and assume the South Edwards Road route to the present Highway 395-South Edwards Road intersection south of town. Plans call for a two-lane road that could be expanded to five lanes if necessary. Crossings are planned at Harding Street, Coe Avenue and Ball Street.

Highway engineers say the project is expected to cost roughly $2 million. A like amount would have to be spent to convert the present Main Street-Highway 395 route to four lanes.

The through route and the bypass proposal were the two options reviewed by the citizens' committee earlier this year, but the committee was unable to decide on a preferred route.

The final design hearing for the project is scheduled for November. It was postponed from the original May date because of the advisory committee's extended review, said John Preston, Highway Division Region 5 environmentalist.

Highway Division officials said the project probably won't be built for another three years. Right-of-way purchase is presently scheduled for 1982.

Although most of the local officials at the meeting Thursday favored the bypass route, several stressed the need for a traffic light at the Coe Avenue intersection to allow farm equipment and emergency vehicles easy crossings.

W.E. "Pat" Schwartz, regional highway engineer, said the Highway Division hadn't planned any stop lights for the bypass.

Fire Chief Jim Whelen objected vociferously, "I don't feel we can put emergency services in the back seat because of the cost of signals. It's hard to justify that to a guy who's just lost his house because we couldn't get across a road." Whelen was backed up by Milligan and Police Chief Tom McCahn.

Stanfield planner Steve Randolph said farmers east of the city need assurances they will be able to readily cross the bypass to use storage and loading facilities near the railroad tracks on the west side of town.

I-84 signs going up along I-80N

HOOD RIVER, Ore. (AP) — State road crews have begun replacing Interstate 80N signs to reflect the east-west freeway's new designation as Interstate 84.

State Transportation Division officials say the freeway officially will become Interstate 84 on May 1.

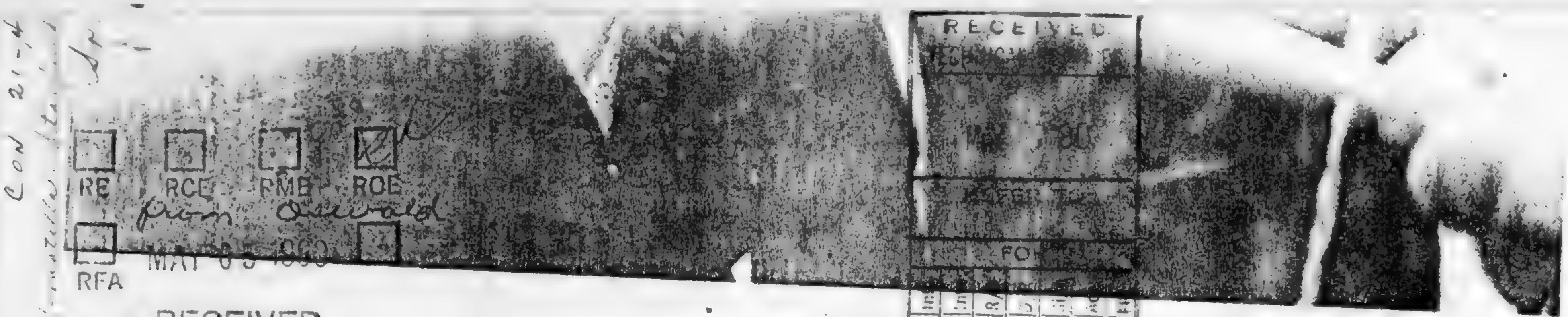
Tri-City Herald
FRIDAY, APRIL 18, 1980 SECOND PAGE ONE

NOTED
H. S. COULTER

RECEIVED
STATE HWY ENGR
APR 24 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

CON 21-4



☐ RE ☐ RCE ☐ RMB ☑ ROE
☐ RFA
from Oswald
MAY 05 1980
RECEIVED
REGIONAL OFFICE

RECEIVED

FO

EO photo by Betty Ehlers

Nice try

While Sue Ellen Judkins was cleaning the bubble-that-was off her face, Susie Pyle was winding up for her competitive effort at the bubble gum blowing contest at the Athena Parent-Teachers Association ice cream social. Both girls live in Athena. The annual carnival is used by civic and school organizations to raise money for their activities.

395 in Hermiston may be 5 lanes

cy Coulter, Hunter

By MLOU WILLIAMS
Of the East Oregonian

Highway 395 in south Hermiston may become five lanes wide instead of alternating between two and three lanes, according to Pat Schwartz, regional highway engineer.

A change in the preliminary report from the state highway department recommends two lanes of traffic each way plus a continuous left-turn lane, Schwartz said Thursday.

The new road would pick up where the current five-lane roadway ends at 395 and Southeast Fourth Street, and continue through town to South Airport Road.

The plan was changed because of hearings testimony by citizens, Schwartz said. At a public hearing in Hermiston earlier this year, several persons said they felt safety required a wider highway than one-lane traffic each way with an occasional left-turn lane.

"Where they can, (the state will) try to accommodate the public,"Schwartz said. "Sometimes people ask for things that aren't possible, or the right thing to do, but that's not the case here," he said.

The Highway Division will review the preliminary report, which could be changed. Then the report goes to the Oregon Transportation Commission for a decision, Schwartz said.

The final outcome may be affected by how much it will cost to widen the two canal bridges in the widened stetch of road, he said.

The report also recommends shifting the roadway south of the Feed Canal. That will eliminate the need to take out a power pole and underground wiring now on the west side of the highway, Schwartz said.

It will also means the highway right of way won't run through the parking lot at Mallory Supply building.

"That would sure be fine with us," owner Ed McCallum said.

At the hearing, McCallum testified that losing the customer parking area in front of the building would damage business and cause other businesses renting in the building to move out.

It would be the same width, but with no curbing, out to South Airport Road. From there to Stanfield a two-lane road is still proposed.

Mount St. Helens making noises

EO May 2, 1980

VANCOUVER, Wash. (AP) — The bulging Mount St. Helens volcano continues to expand, with an uplift of two feet recorded within a 12-hour period, the U.S. Geological Survey reported today.

That uplift was recorded Thursday on the highest point of a large bulge on the north flank of the

It was followed by quakes at 5:59 a.m. registering 3.8, at 6:02 a.m. measuring 4.6, at 6:04 a.m. measuring 3.8 and the last at 6:11 a.m. at 3.6.

Residents of Toutle called radio stations asking if the volcano was having a long-feared lava eruption.

Toutle River valley, but sightseers flock to State Route 504 for its prime views of the mountain, even on weekdays.

"I'm not afraid of the volcano," said Paul Foster, a fireman in the community of Toutle. "I'm scared

---

The terrorists, membe
Arab minority, took over
embassy Wednesday and t
kill their Iranian hostages
to number 16 — if the pri
not set free. The terroris
two Britons and a Lebanes

The Arabs of Khuzestan
demanding autonomy from

Massive
Cuban r

KEY WEST, Fla. (AP)
storm churned toward th
Straits today and the Co
warned hundreds of boat
"Freedom Flotilla" from C
off the water and seek shelte

The Coast Guard warne
that "massive storms, high
hail" were expected within
hours.

"We don't want any capsiz
said Coast Guard spokesm
Scotti in Miami. "We may r
them."

A similar storm on Sunday
ed hurricane-force gusts that
than 20 small boats capsized
Two bodies were found in
Two others were sighted at
lost.

Meanwhile, as hundreds
bans shouting "Viva Preside
ter" arrived at Key West, the
ernment was erecting a refu
city at a North Florida air bas

World

KINSHASA, Zaire —

Con 21:4
Umatilla
Stanfield
Sec.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

June 9, 1980

In Reply Refer to
File No.: PRO 6-2

TO G. L. Green, Division Administrator
Federal Highway Administration

Original Signed By
D. E. Swan

FROM D. E. Swan
Operation Programming Engineer

SUBJECT Study Report
Item No. 90010
Project NO. F-81(2)
Hermiston-Stanfield Jct. Sec.
Umatilla-Stanfield Hwy.(US 395)
Umatilla County

Enclosed is a copy of the study report entitled "Hermiston-NCL Stanfield Section", for the north unit of the subject project to aid you in your evaluation to determine if the Final Negative Declaration, when submitted, adequately addresses the proposed location/design.

Upon FHWA's adoption of the Final Negative Declaration which constitutes location/design approval, I request authorization to proceed with the portion of preliminary engineering necessary to obtain PS&E approval with no additional obligation of Federal funds.

JLG:sr
Enclosure

cc: H. S. Coulter
E. S. Hunter
F. E. Terpin
Gary Potter
J. H. Versteeg
Walt Hart
W. E. Schwartz
John Grassman

RECEIVED
STATE HWY ENG'R
JUN 10 '80
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
						✓

Form 734-3122

10,000

Con 2-4
Umatilla
Stanfield

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-17-8

FEDERAL AID PROJECT NO.	F-81(2)
STATE PROJECT NO.	See Below
COUNTY NAME	Umatilla
PROGRAM STAGE (Check)	☐ 1. ☐ 2.
PROGRAM NO.	
ITEM NO.	90010

FROM:
G. L. Green, Division Administrator
FHWA - Oregon Division

TO:
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 20 '80
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6/23

DATE PS&E APPROVED	
DATE AUTHORIZATION EFFECTIVE	6/17/80
FEDERAL ROUTE NUMBER	Primary 81
STATE ROUTE NUMBER	Primary 54

GENERAL LOCATION:
Hermiston - Stanfield Junction

GENERAL DESCRIPTION OF WORK:
Program change

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
☒ OTHER (Specify) Program change
See below
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's letter of June 6, 1980 I approve the revised preliminary engineering costs to a TEC of $205,900 with Federal participation $176,600.

(Increase TEC $222,900 Federal funds $137,580)

(The above increase does not include PS&E preparation)

DATE	6/17/80
SIGNATURE OF APPROVING OFFICIAL	G. K. Hossner
TITLE	for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 0-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1978-631-855

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

6-18-80

FEDERAL AID PROJECT NO. -81(2)

STATE PROJECT NO. See below

215-4

Umatilla

FROM: G. L. Green, Division Administrator
FHWA - Oregon Division

PROGRAM NO.

ITEM NO. 90010

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUN 27 '80
REFER TO
[illegible]
FOR

Info	Inves	R/D	D/R	Sign	Act	File

6-27

DATE PS&E APPROVED

DATE AUTHORIZATION EFFECTIVE 6/17/80

FEDERAL ROUTE NUMBER Primary 81

STATE ROUTE NUMBER Primary 54

GENERAL LOCATION: Hermiston - Stanfield Junction

GENERAL DESCRIPTION OF WORK: Correction

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) Correction
See below

☐ ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

My PR-1240 Dated 6/17/80 is corrected to read as follows:

As requested in Mr. Swan's letter of 6/6/80 I approve the revised Preliminary Engineering Costs to a TEC of $268,400 Federal funds $230,200, and also as requested increase authorization of Preliminary Engineering to $205,900 Federal funds $176,600.

DATE 6/18/80

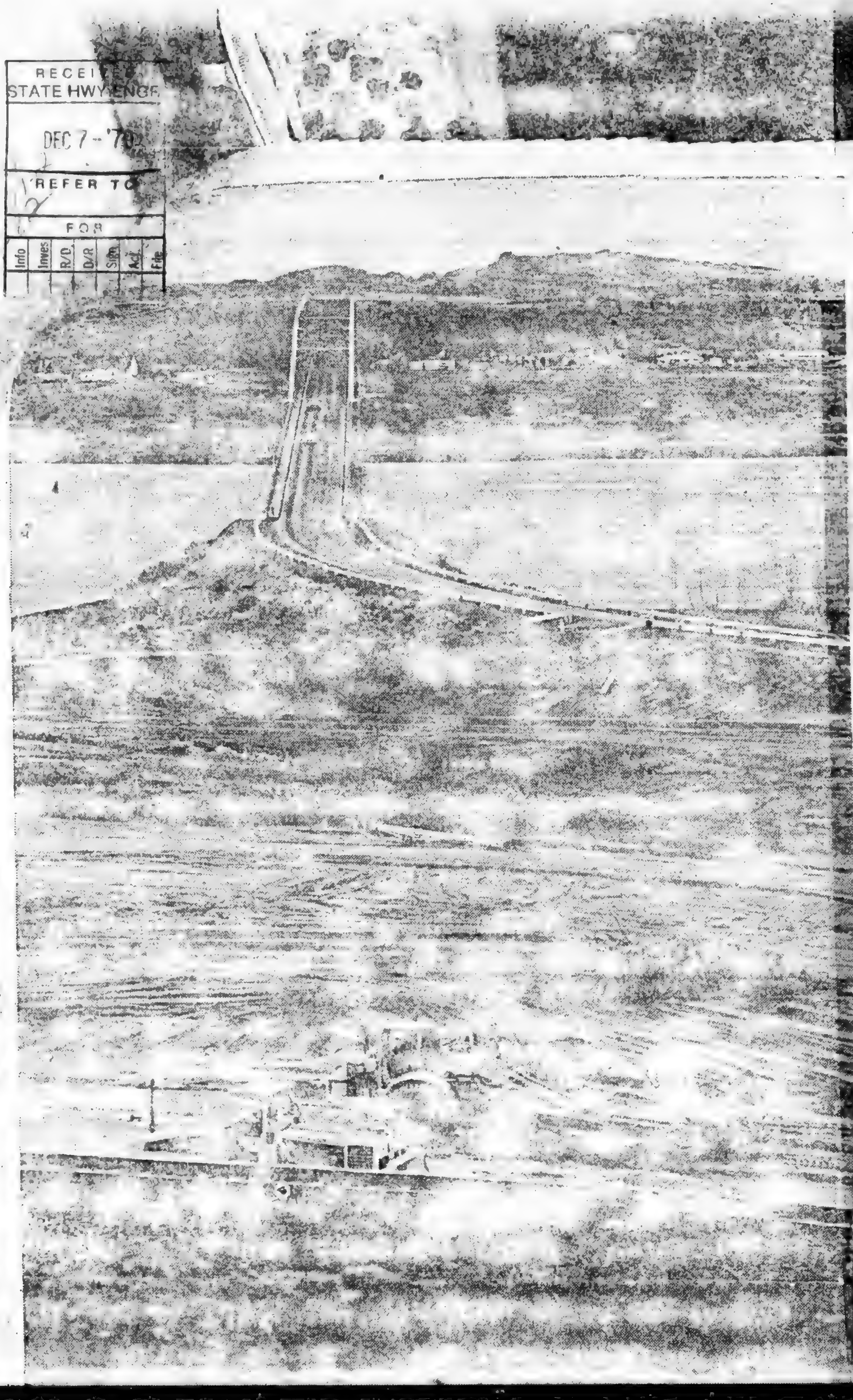
SIGNATURE OF APPROVING OFFICIAL G. K. Hosener

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U. S. GOVERNMENT PRINTING OFFICE: 1975-631-888

RECEI
STATE HWY ENGR.
DEC 7 -- '78
REFER TO
2
FOR
Info | Inves | R/D | D/R | Sign | Act | File



Stan

unit

By SUSAN GOR
Oregon Edito

STANFIELD — A
citizen's advisory gro
April to prepare a rep
fects of a proposed
route that would bypass

The seven-member co
pointed by the state
sion on Tuesday elec
Paul Shackelford ch
group is scheduled to
at 7:30 p.m. in the S
School library.

State Highway Divi
asked the group to con
on the comparative in
grading Highway 395 a
exists or building a
road east of town. The
idor would connect w
395 north of Canal Roa
tate at the Stanfield
interchange.

Tri-C

WEDNES

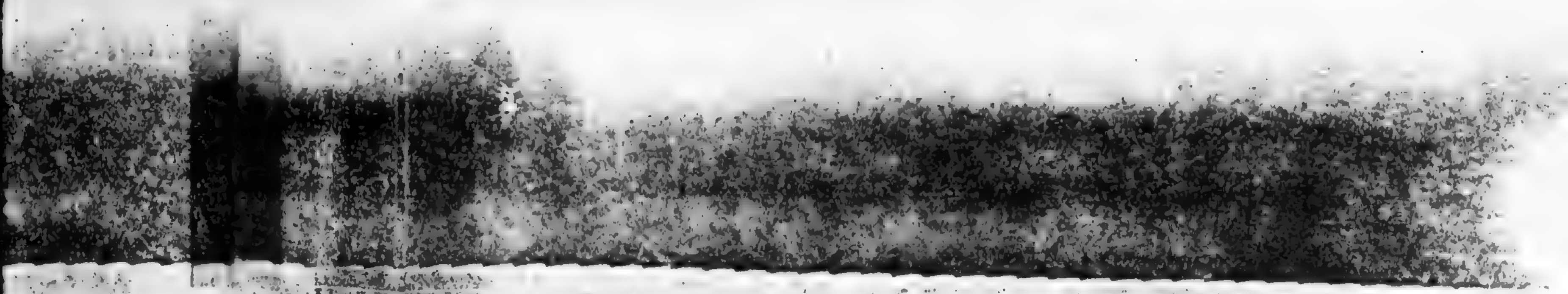
Stan

# of ca

By MARY SHU
Herald Staff W

STANFIELD — City
Hershberger and City
ry Carlson on Tuesday
by the City Council to r
television franchise agre

The council asked t
posed Pendleton Com
vision System contra



NOTED ☐ RE ☐ RCE ☐ RME ☐ PCC
☐ RFA DEC 07 1979 ☐
RECEIVED
R 5 OFFICE

Stanfield bypass unit given deadline

By SUSAN GORDON
Oregon Editor

STANFIELD — A Stanfield-area citizen's advisory group has until April to prepare a report on the effects of a proposed Highway 395 route that would bypass the city.

The seven-member committee, appointed by the state Highway Division on Tuesday elected the Rev. Paul Shackelford chairman. The group is scheduled to meet Dec. 13 at 7:30 p.m. in the Stanfield High School library.

State Highway Division officials asked the group to compile a report on the comparative impacts of upgrading Highway 395 as it presently exists or building a new 3½-mile road east of town. The proposed corridor would connect with Highway 395 north of Canal Road and terminate at the Stanfield-Interstate 80 interchange.

John Preston, regional environmentalist for the highway division, said bypass construction would cost roughly $4 million, but the figure does not include the price of necessary land. Improvement of the existing road would cost about $4.05 million, he said.

The highway division has scheduled the improvement project for spring 1982, with a public hearing in May 1980. The proposal calls for a four-lane road, with portions limited to two lanes at first.

The proposed bypass route marks the east boundary of Stanfield's urban growth area and crosses through three irrigation circles owned by potato farmer Maurice Koester.

Koester staunchly objected to the proposed route.

"It'll cost you a lot of money if you go through there. You'll be wrecking my whole farm," he said.

Police Chief Tom McCann asked the Highway Division to take immediate action on the highway as it now exists. During the past 18 months, three serious accidents have occurred at the intersection of Locust Drive and Highway 395, he said. He cited a need for a left turn lane and a walkway for pedestrians.

McCann proposed extension of the 30 mph zone in the downtown area and a study of the need for a traffic light at Highway 395 and Coe Avenue. He endorsed the existing Highway 395 route because he said truck traffic benefits Stanfield businesses.

Committee member Don Albert, president of Quimby Trucking, Hermiston, said a bypass route would likely siphon off truck traffic from the downtown area because many trucks already use Edwards Road to bypass Stanfield and Hermiston en route to McNary.

Tri-City Herald
WEDNESDAY, DECEMBER 5, 1979 SECOND PAGE ONE

RETIREMENT'S WHEN YA STOP LYIN' ABOUT YER AGE AND START LYIN' AROUND THE HOUSE
© 1979 L.A. Times Synd.

Stanfield orders review of cable TV agreement

By MARY SHULTZ
Herald Staff Writer

STANFIELD — City Attorney Joe Hershberger and City Recorder Jerry Carlson on Tuesday were directed by the City Council to review a cable television franchise agreement.

The council asked that the proposed Pendleton Community Television System contract be revised in

tion fees. The vote was 5-1 with Councilman Rod Fife voting against.

Mayor Jack McFadden said he felt the council could not justify cost regulation. He said cable TV is a luxury and not a necessity and the customers can decide if they can afford it.

"In 10 years another company can come along and perhaps give the

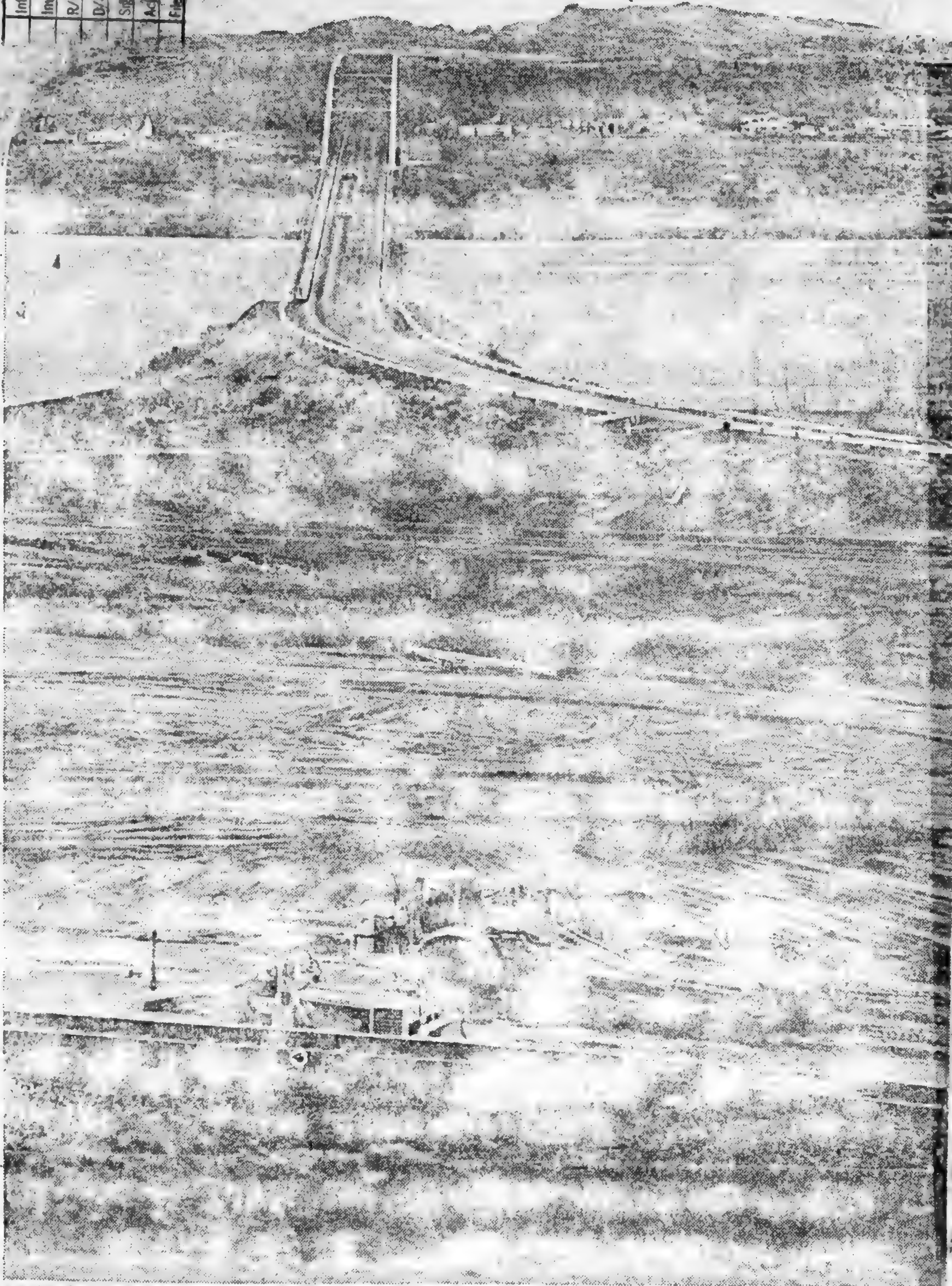
water and sewer line. Inland Empire Bank was lowest of three bidders with an interest rate of 7.49 percent.

★ Granted a conditional use permit to the Stanfield Assembly of God Church for construction of a church in a residential area.

★ Approved the vacation of O'Brien Street between Sherman Street and Wheeler Avenue. The As-

Photo by Bob Woehler

Info	Inves	R/D	D/R	Sta	Ad	File



Herald photo by Bob Woehler

I-82 approaching

Earthmovers scraped the landscape at the Washington approach to the Umatilla Bridge crossing of the Columbia River to make way for Interstate 82 at Plymouth. Work got under way on this 2.18-mile stretch of interstate two weeks ago. Paving is expected by next fal, with completion by the spring of 1981. A sec ond bridge is scheduled to be built across th river in the mid-1980s.

unit

By SUSAN GOR
Oregon Editor

STANFIELD — A S
citizen's advisory grou
April to prepare a repo
fects of a proposed
route that would bypass

The seven-member co
pointed by the state Hi
sion on Tuesday electe
Paul Shackelford chai
group is scheduled to m
at 7:30 p.m. in the Sta
School library.

State Highway Divisi
asked the group to comp
in the comparative imp
rading Highway 395 as
exists or building a n
road east of town. The pr
idor would connect wit
395 north of Canal Road
tate at the Stanfield-In
nterchange.

Tri-C

WEDNESDA

Stan
of cab

By MARY SHULT
Herald Staff Writer

STANFIELD — City Att
Hershberger and City Rec
ry Carlson on Tuesday were
by the City Council to revie
television franchise agreeme

The council asked that
posed Pendleton Commun
vision System contract be
light of three recommendati

City officials cut the cont
from 25 to 15 years and d
charge the company a 3
franchise fee for basic a
Box Office monthly service.

And, against the advice o
berger, gave up the city's
regulate monthly rates and

Subme

☐ RFA DEC 07 1979

RECEIVED
R[illegible]5 OFFICE

...o by Bob Woehler

by next fal
1981. A sec
uilt across th

Stanfield bypass unit given deadline

By SUSAN GORDON
Oregon Editor

STANFIELD — A Stanfield-area citizen's advisory group has until April to prepare a report on the effects of a proposed Highway 395 route that would bypass the city.

The seven-member committee, appointed by the state Highway Division on Tuesday elected the Rev. Paul Shackelford chairman. The group is scheduled to meet Dec. 13 at 7:30 p.m. in the Stanfield High School library.

State Highway Division officials asked the group to compile a report on the comparative impacts of upgrading Highway 395 as it presently exists or building a new 3½-mile road east of town. The proposed corridor would connect with Highway 395 north of Canal Road and terminate at the Stanfield-Interstate 80 interchange.

John Preston, regional environmentalist for the highway division, said bypass construction would cost roughly $4 million, but the figure does not include the price of necessary land. Improvement of the existing road would cost about $4.05 million, he said.

The highway division has scheduled the improvement project for spring 1982, with a public hearing in May 1980. The proposal calls for a four-lane road, with portions limited to two lanes at first.

The proposed bypass route marks the east boundary of Stanfield's urban growth area and crosses through three irrigation circles owned by potato farmer Maurice Koester.

Koester staunchly objected to the proposed route.

"It'll cost you a lot of money if you go through there. You'll be wrecking my whole farm," he said.

Police Chief Tom McCann asked the Highway Division to take immediate action on the highway as it now exists. During the past 18 months, three serious accidents have occurred at the intersection of Locust Drive and Highway 395, he said. He cited a need for a left turn lane and a walkway for pedestrians.

McCann proposed extension of the 30 mph zone in the downtown area and a study of the need for a traffic light at Highway 395 and Coe Avenue. He endorsed the existing Highway 395 route because he said truck traffic benefits Stanfield businesses.

Committee member Don Albert, president of Quimby Trucking, Hermiston, said a bypass route would likely siphon off truck traffic from the downtown area because many trucks already use Edwards Road to bypass Stanfield and Hermiston en route to McNary.

Tri-City Herald

WEDNESDAY, DECEMBER 5, 1979 SECOND PAGE ONE

RETIREMENT'S WHEN YA STOP LYIN' ABOUT YER AGE AND START LYIN' AROUND THE HOUSE
© 1979 L.A. Times Synd.

Stanfield orders review of cable TV agreement

By MARY SHULTZ
Herald Staff Writer

STANFIELD — City Attorney Joe Hershberger and City Recorder Jerry Carlson on Tuesday were directed by the City Council to review a cable television franchise agreement.

The council asked that the proposed Pendleton Community Television System contract be revised in light of three recommendations.

City officials cut the contract term from 25 to 15 years and decided to charge the company a 3 percent franchise fee for basic and Home Box Office monthly service.

And, against the advice of Hershberger, gave up the city's right to regulate monthly rates and installation fees. The vote was 5-1 with Councilman Rod Fife voting against.

Mayor Jack McFadden said he felt the council could not justify cost regulation. He said cable TV is a luxury and not a necessity and the customers can decide if they can afford it.

"In 10 years another company can come along and perhaps give the customer a choice. This is not an exclusive franchise," he said.

Councilman George Corliss said no other company could afford to come in and install such a system.

In other business the council:

★ Accepted a bid from Inland Empire Bank for a $107,000 loan to advance money for construction of a water and sewer line. Inland Empire Bank was lowest of three bidders with an interest rate of 7.49 percent.

★ Granted a conditional use permit to the Stanfield Assembly of God Church for construction of a church in a residential area;

★ Approved the vacation of O'Brien Street between Sherman Street and Wheeler Avenue. The Assembly of God Church plans to build a parking lot on the property.

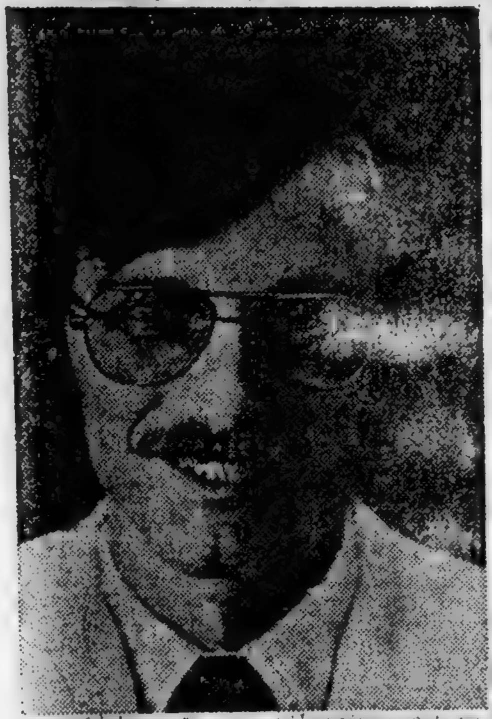
★ Voted to allow John Stamate to build a house on a lot line adjacent to Lucy Street.

Lucy Street homeowners who appeared in support of Stamate said they plan to request vacation of the street.

Submarine girl [illegible]

1985 Hermiston-Stanfield N.C.L. 10,010
on Umatilla-Stanfield Hwy.
(gr, pav, structures and signing) #2

C&A 5753 - 8/16/76



DICK MOODY

Herald editor wins award

WENATCHEE — Dick Moody, Yakima Valley editor for The Tri-City Herald, won the Washington State Farm Bureau's Media Award for 1979 at the organization's annual banquet Tuesday night.

Farm Bureau President Herb Streuli said the award is given for "An honest interpretation of agricultural issues: regularity of agricultural coverage and excellence in writing."

Moody was nominated for the award by the Yakima County Farm Bureau.

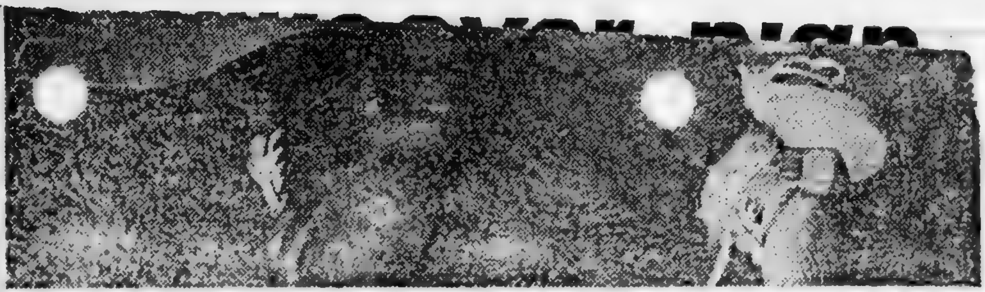
Moody was Columbia Basin editor for The Herald from November 1976 until July 1978 at Othello and then transferred to The Herald's Sunnyside office.

Starrett apologizes

STANFIELD — F.K. "Woody" Starrett, chairman of the Umatilla County Board of Commissioners, Tuesday apologized to a handful of farmers who gathered to protest placement of stop signs on Loop Road.

Starrett said commissioners probably will vote Dec. 5 to retain stop signs on the South Edwards, North Edwards and Feedville roads intersections instead of making a second attempt to place stop signs on Loop Road.

Recently, commissioners directed the Road Department to install four-way stop sig each of the three



Herald photo by Susan Gordon

Beth Senn cuddled with her daughter, Mandy, in their Umatilla home. The 2½-year-old has suffered seizures since she was four months old.

TRI-CITY HERALD
Wednesday, November 28, 1979

Highway 395 delay protested

By MARY SHULTZ
Herald Staff Writer

HERMISTON — Highway 395 improvements between Hermiston and Stanfield cannot be delayed until after June 1980 as planned by the state Highway Division, Stanfield Mayor Jack McFadden said Tuesday.

The mayor was one of 40 who attended a hearing on the state's six-year highway improvement program.

"I understand you are proceeding but request you accelerate the plan because of dangerous conditions and accidents. Highway 395 should be one package (instead of the three-part state improvement plan). The density on this road is phenomenal," he said.

Lois Wikstrand, Stanfield Planning Commission chairwoman, said the road is dangerous because of heavy truck traffic, which makes walking or bicycling impossible.

W.E. "Pat" Schwartz, region five engineer who conducted the hearing, said construction cannot begin before June 1980 and will be completed in 1983. He recited a list of planning requirements that must be completed before the road is finished, including an environmental impact analysis and design work. Right-of-ways must also be purchased.

Schwartz was accompanied by Transportation Commission Chairman Anthony Yburri, Ontario, and Fred Claybourne of the Department of Transportation.

Hermiston City Manager Tom Harper asked what had happened to plans for Highway 207.

"I wish to request the project be continued. The surface is deteriorating rapidly. Recently, the city had to repair a pothole on this state road and found 19 hubcaps had been jarred off," he said.

Schwartz said the improvements are still planned but they are the only short-range improvements in the six year plan.

Morrow County Commissioner Warren McCoy, Irrigon, asked that the Highway Division consider construction of an interchange at Patterson Ferry Road and Interstate 80. Claybourne said the study has been completed and awaits his approval.

Other planned improvements include:

★ Structural improvements to the Umatilla Bridge.

★ Grading, paving and structural work and signs on Highway 730 near the Umatilla Bridge.

★ Improvements to the intersections of Highway 395 and Power Line and Bridge roads.

★ Grading, paving and structural work and signs on Highhway 395 from Bridge Road to the Old Oregon Trail Road.

★ Improved highway rest areas at Boardman and Deadman's Pass.

★ Construction of an irrigation canal bridge on the Echo-Lexington Road in Echo.

Many of those who appeared at the hearing were from the Ione area. They complained about the condition of Highway 74 from Cecil to Lexington.

Port facility funded

BOARDMAN — The state Economic Development Commission Tuesday granted the Port of Morrow $30,500

has said the 5,800-foot extension is expected to cost $360,000. Construction is expected to begin in Decem-

RECEIVED
STATE HWY ENGR
DEC 4 -'79
REFER TO
FOR
Info
R/D
D/R
Sign
Act
File

☐ RE ☐ RCE ☐ RME ☐ ROE
DEC 01 1979 ☐
RECEIVED
REGION 5 OFFICE

Cy Coulter
Hunter

1C 210

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
September 17, 1979
Salem, OR 97310

FILE:

FROM: Anthony J. George, Engineering Coord.
Environmental Section

Tony

SUBJECT: Hermiston-Stanfield Unit
Umatilla-Stanfield Hwy.
Umatilla County, Oregon
Noise Study Report for
Draft Negative Declaration

TO: E. S. Hunter
Asst. State Highway Engineer

J. H. Versteeg
Engineering Section

G. A. Potter, Manager
Environmental Section

1 Versteeg ✓
Anderson
4 Christensen
2 Olson
Sullivan
Terpin
3 Trout
Wakerlig

RECEIVED
SEP 17 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring up
Action

The draft noise study report on the subject project has identified one area where noise mitigation may be feasible and practical. Pursuant to our process, this proposal is submitted for your consideration prior to inclusion in the draft negative declaration.

The area in question (Station 334) has only one residence. The cost of a sound barrier (wall) sufficient to eliminate noise impacts would cost about $39,000. The sound barrier would need to be 400 feet long and 8 feet high. Traffic noise levels would be reduced by 7 dBA. We do not feel this is practical or cost effective.

A second way to mitigate noise impacts would be to move the residence back onto the remainder of the 2.24 acre lot. If located at least 150 feet from road centerline, projected noise levels would be reduced by 3 dBA. The resulting noise level would be L_{eq} 66 dBA. The noise impact would be eliminated and the projected noise levels would be the same as those for the No-Build alternative.

Based on previous contact by the region right-of-way agent, we heard that the owner suggested this latter idea as a means of compensation for damages. The region right-of-way office is considering this option. The damages anticipated include eliminating many old trees between the residence and the highway, most of the front yard, a driveway, and use of the garage.

Our recommendation is to mitigate the traffic noise impact (and other damages) by moving this residence farther back onto the remaining lot. While this may not be cost effective in itself, when the other damages are computed it is anticipated that it will be. Your approval is requested. If approved, this will be discussed in the Draft Negative Declaration as a potential form of mitigation.

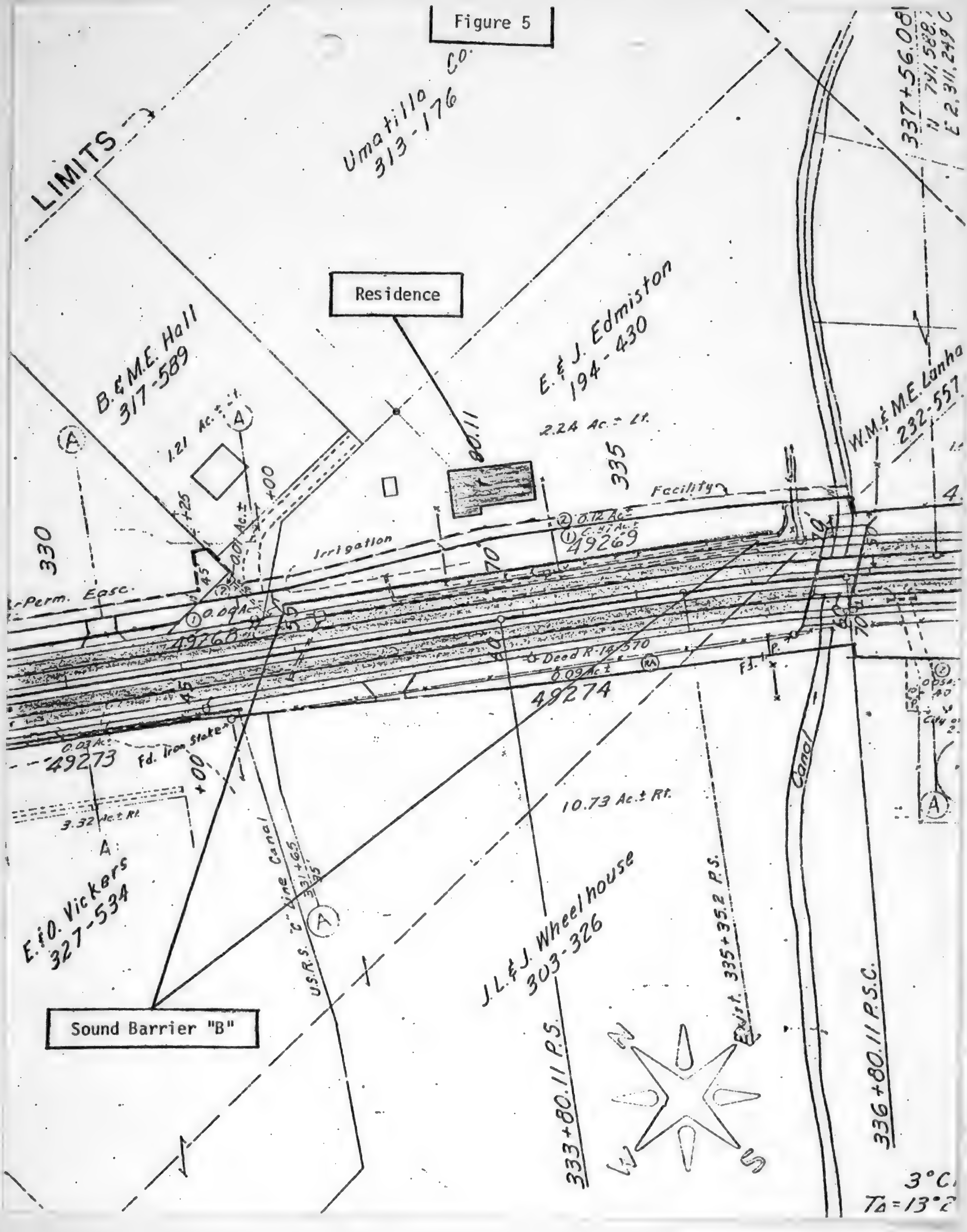
AJG:brl

Attachment

Not appropriate — moving houses is a property owner's option. -- we pay for R/W & compensable damages -- he can move if he wishes. Noise is not a compensable damage. 9/21/79

Copy to Tony

Figure 5


LIMITS
Umatillo Co
313-176
337+56.08
N 741,588.
E 2,311,249 C
Residence
B.&M.E. Hall
317-589
E. & J. Edmiston
194-430
W.M.& M.E. Lanha
232-557
1.21 Ac.± Lt.
2.24 Ac.± Lt.
80.11
330
335
Facility
Irrigation
Perm. Easc.
0.12 Ac.±
49269
0.01 Ac.±
0.04 Ac.±
49268
Deed R-14-570
0.09 Ac.±
49274
0.03 Ac.±
49273
Fd. Iron Stake
3.32 Ac.± Rt.
10.73 Ac.± Rt.
Canal
U.S.R.S. "C" Line Canal
E.&O. Vickers
327-534
J.L.&J. Wheelhouse
303-326
Exist. 335+35.2 P.S.
333+80.11 P.S.
336+80.11 P.S.C.
Sound Barrier "B"
N
W
S
3°C
TΔ=13°2

[illegible]

Con 21
[illegible]
[illegible]

J. H. Versteeg
Road Design Engineer

September 21, 1979

E. S. Hunter
Assistant State Highway Engineer

Subject: Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

After reviewing the Region V proposal for the Umatilla-Hermiston Section with you and discussing the matter with Pat Schwartz, I have decided that we should proceed with the project as he outlined in his September 7 letter to me.

Please proceed on that basis.

ESH:ja

cc H. S. Coulter
D. H. Moehring
L. E. George
Pat Schwartz

STATE OF OREGON **INTEROFFICE MEMO**

Road Design Section — DEPT.
378-6558 — TELEPHONE

TO: E. S. Hunter
Assistant State Highway Engineer

DATE: September 14, 1979

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

RECEIVED
TECHNICAL SERVICES
SEP 14 '79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

PROJECT ASSESSMENT - November, 1975

A. Purpose: To upgrade the existing highway through widening and overlaying the facility with asphalt concrete. The project would also include the construction of curbs, gutters, sidewalks and shoulders at designated locations.

B. Termini: M.P. 0.00 (junction with Columbia River Highway) to M.P. 4.84 (north city limits of Hermiston).

C. Typical Section: A 10-foot parking strip at curbs, four 12-foot Travel lanes, and one 16-foot turning lane (total 84-feet). Tentative plans also include a sidewalk/bike path behind each curb.

D. ADT - 1974: At M.P. 1.76, 4,600 vehicles; 8,500 vehicles at M.P. 4.84 (north city limits of Hermiston).

ADT - 1978: At M.P. 1.76, 8,400 vehicles; at M.P. 4.32, 10,100 vehicles (north city limits of Hermiston).

E. Accident Statistics: Accident statistics for 1974 show 19 accidents at M.P. 4.84 for that year and 17 accidents at M.P. 4.34. The accident rate for the project is 2.42.

ACCIDENT HISTORY

The 1978 accident rate for the entire section is 3.00, considerably higher than the 1978 statewide average of 1.39. Forty of the fifty accidents which occurred on this section in 1978 were of types which would probably be reduced by a continuous left turn lane. Our investigation revealed no isolated spots which would require special attention.

In the area from M.P. 0.00 to M.P. 2.90, the 1978 accident rate is 1.01. However, the accidents are nearly all of types which would probably be reduced by a continuous left turn lane. There is one section of roadway within this area (from M.P. 1.00 to M.P. 1.70) which would possibly not justify having the center left turn lane. This part runs through farm land and there is no roadside culture in the area.

FUNDING

A.	Six-year program overlay Programmed for fiscal 1982	$820,000
B.	Region V Proposal	
	Programmed	$ 820,000
	Transferred from Pendleton-Pilot Rock	750,000
	Transferred from Hat Rock State Park-Hermiston	700,000
	TOTAL	$2,270,000
	Hermiston-Stanfield, possibility Transfer	800,000
	TOTAL IDENTIFIED FUNDING	$3,070,000

There are three design alternates for the 4.8 mile section of the Umatilla-Stanfield Highway.

A. Field Location: The 1976 field location had a typical section with a 14-foot continuous median left turn lane, four 12-foot travel lanes with a 3-foot offset to curbs and 8-foot wide berms back of the curb. The cost estimate was $4,000,000. The cost projected to a 1980 letting is estimated to be $5,650,000.

B. Location Revision: The Location Section revised the project design to a 14-foot continuous median left turn lane for the full length, two 12-foot travel lanes with 6-foot shoulders for 1.9 miles from Umatilla, and four 12-foot lanes with 6-foot shoulders for 2.9 miles to Hermiston. The typical sections are not curbed. The cost estimate for this design is $3,400,000.

C. Region V, September, 1979, Proposal:

1. M.P. 0.00 - Power City (approximately M.P. 0.70) four-lane section, 4-foot paved shoulders, no curbs.

2. Through Power City area (approximately 1,000 feet) five-lane section, 4-foot paved shoulders, no curbs.

3. Power City - M.P. 2.09 (Charleston area) four-lane section, 4-foot paved shoulders, no curbs.

4. M.P. 2.09-4.84, five-lane curbed section with no parking.

The cost estimate for this design is $4,100,000.

DISCUSSION

A. The Traffic Section normally recommends a two-lane section with a 14-foot turning lane over the four-lane section for accident prevention reasons. The three-lane section as proposed would not permit passing for a two mile section of the Umatilla-Hermiston Highway.

B. The 14-foot turning lane the length of the project as proposed would eliminate the majority of the rear-end and turning movement accidents that are presently occurring on this section of highway.

C. The five-lane section with or without curbs will adequately handle the projected traffic volumes over the next several years.

D. The Location proposal, a $3,400,000 project, can be funded without seriously impacting the funding of other highway projects.

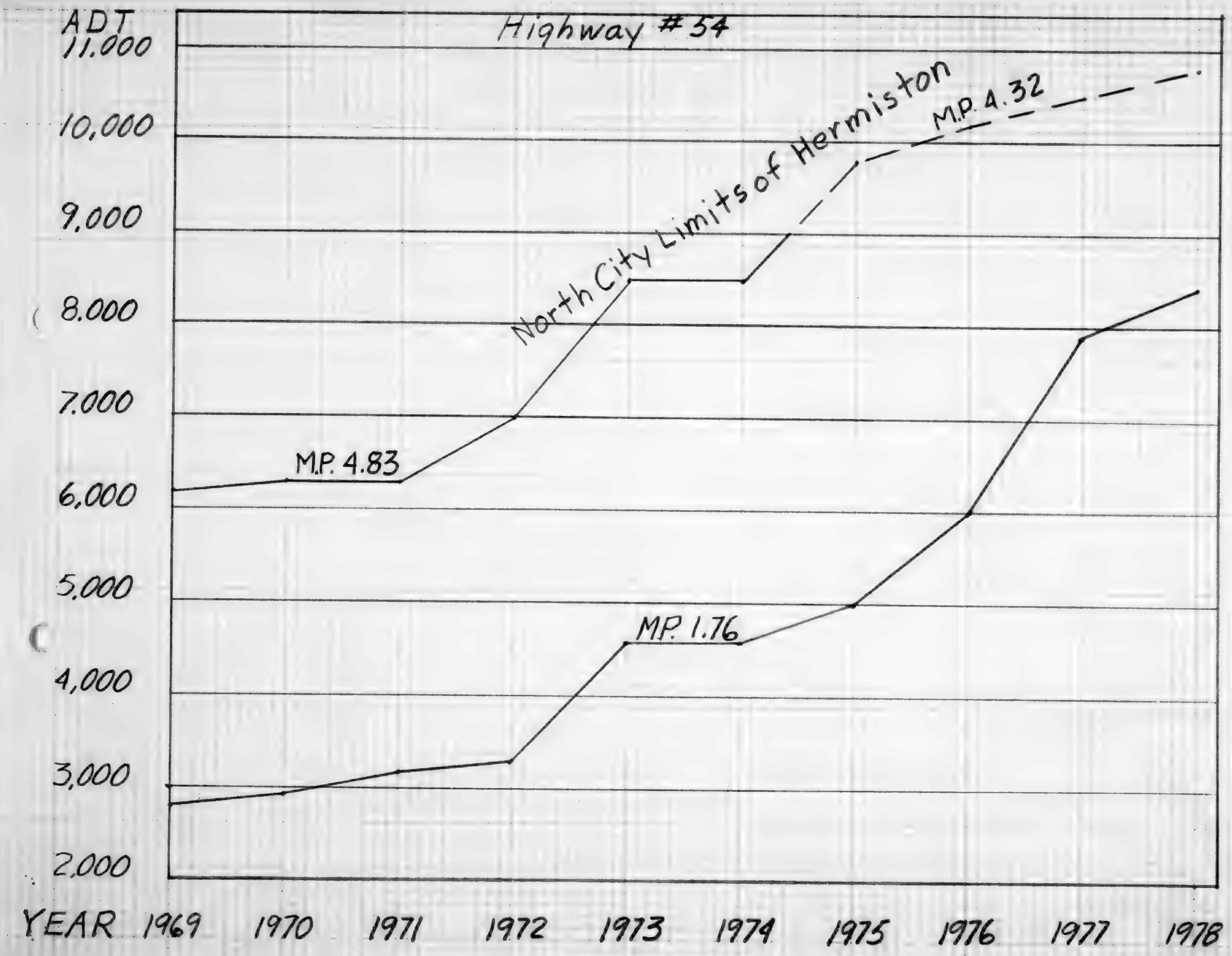
E. The curb section as proposed by Region would control traffic entering and leaving the highway. The curbs and related work add $700,000 to the cost of constructing a 2.7 mile section. The curb section costs an additional $250,000 per mile based on our estimates. Some modest reduction in the accident rate could be expected with the curbed section, but the benefits do not appear to be worth $250,000 per mile.

F. The $700,000 increase in project funding would require a program change. If the program change is made, a 4.5 mile overlay project must be deleted from the program.

We have submitted to the Traffic Section both the Region and Location proposals for lane distribution. Until they can complete this review, I would hold off on making a recommendation on lane distribution.

Bud George's section is also making a detailed analysis of the accident records to determine if the curbs can be justified. Because this is a detailed review of each accident report, it could require up to ten days to complete the analysis.

JHV:ab



Highway #54
ADT
11,000
10,000
9,000
8,000
7,000
6,000
5,000
4,000
3,000
2,000
YEAR
1969
1970
1971
1972
1973
1974
1975
1976
1977
1978
M.P. 4.83
North City Limits of Hermiston
M.P. 4.32
M.P. 1.76

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

September 7, 1979

FILE:

FROM: W. E. Schwartz
Region 5 Engineer

TO: E. S. Hunter, Manager
Office of Technical Services

SALEM

SUBJECT: Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

NOTED
E. S. HUNTER

I recently found out, from Designer Fred Ericksen, what kind of roadbed section is being designed for subject project.

This office objects to the design proposal. We have objected to this proposal since it was first proposed by the Location Section. This proposal is not what is needed to correct the problems which exist on the highway and it is not what the people told us they wanted at the last 6-Year Highway Improvement Program review.

Our original proposal was for a 5-lane curbed section for the entire length of the project. In the interest of economy, I would like to recommend the following proposal as an alternate which would provide a satisfactory improvement:

a. MP 0.00 - Power City (approximately MP 0.70) 4-lane section, 4-foot paved shoulders, no curbs.

b. Through Power City area (approximately 1,000 feet) 5-lane section, 4-foot paved shoulders, no curbs.

c. Power City - MP 2.09 (Charleston area) 4-lane section, 4-foot paved shoulders, no curbs.

d. MP 2.09 - 4.84, 5-lane curbed section with no parking.

In 1978 there were 48 reported accidents which could be related to turning conflicts. There were 47 people injured and 3 people killed in these accidents. From MP 3 to the end of the project, the accident frequency rate was more than double the 1977 rural non-freeway accident rate of 1.63. The traffic volume of this section varies from 7,500 at the north end of the project to 11,000 at the south end.

I believe the curbs are necessary to control the current wide-open access and to limit the turning opportunities.

I recommend that our alternate proposal be used and that the new 6-Year Highway Improvement Program be corrected to show this type of project.

WES:vt

cc: H. S. Coulter
D. H. Moehring
Hal Versteeg
Frank Terpin
Fred Ericksen
Bill Ferguson
Harry Oswald

RECEIVED
TECHNICAL SERVICES
SEP 10 '79
REFER TO Terpin
FOR [illegible]
File
Act
Sign
O/R
R/D
Inves
Info
To discuss

1 Versteeg
Anderson
Christensen
Olson
Sullivan
2 Terpin
Trout
Wakerlig

RECEIVED
SEP 11 1979
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up / /
Action

STATE OF OREGON INTEROFFICE MEMO

ROAD DESIGN SECTION 378-6558
DEPT. TELEPHONE

TO: MEMO to the File

DATE: August 31, 1979

FROM: Fred Eriksen
Fred Eriksen
Design Engineer Supervisor

SUBJECT:
Umatilla-Hermiston Section
Umatilla-Stanfield Highway
Umatilla County

The project is 4.8 miles of reconstruction and widening the present two-lane highway.

I The 1976 field location had a typical section with a 14-foot continuous median left turn lane, four 12-foot travel lanes with a 3-foot offset to curbs and 8-foot wide berms back of the curb. The cost estimate was $4,000,000. The cost projected to a 1980 Letting is estimated to be $5,650,000.

II The Location Section revised the project design to a 14-foot continuous median left turn lane for the full length, two 12-foot travel lanes with 6-foot shoulders for 1.9 miles from Umatilla and four 12-foot lanes with 6-foot shoulders for 2.9 miles to Hermiston. The typical sections are not curbed. The cost estimate for this design is $3,500,000.

The Location Section design was discussed with Mr. Schwartz, Region Engineer, by phone August 24, 1979. I told Mr. Schwartz we were beginning work on contract plans and wondered if he knew the field location design had been revised. He indicated he did not agree with the uncurbed typical section because a good share of the present traffic problem is due to the lack of control on accesses.

Mr. Schwartz said he would review the section and submit a recommendation for a length of the project that should be curbed.

FE:cj
cc: W. E. Schwartz
F. E. Terpin
Fred Eriksen ✓

STATE OF OREGON **INTEROFFICE MEMO**

Highway - Traffic 378-6537
DEPT. TELEPHONE

TO: Fred Eriksen
Design Engineer Supervisor

DATE: August 30, 1979

FROM: L. E. George
Traffic Engineer

SUBJECT: Accident History
Umatilla - Hermiston Section
Umatilla - Stanfield Highway No. 54
Umatilla County
MP 0.00 to MP 4.84

This acknowledges your letter dated August 28, 1979, requesting an investigation of accident history on subject project. Also requested was determination of need for the left turn lane for full project length as has been designed.

accident History

The 1978 accident rate for the entire section is 3.00, considerably higher than the 1978 statewide average of 1.39. Forty of the fifty accidents which occurred on this section in 1978 were of types which would probably be reduced by a continuous left turn lane. Our investigation revealed no isolated spots which would require special attention.

In the area from MP 0.00 to MP 2.90, the 1978 accident rate is 1.01. However, the accidents are nearly all of types which would probably be reduced by a continuous left turn lane. There is one section of roadway within this area (from MP 1.00 to MP 1.70) which would possibly not justify having the center left turn lane. This part runs through farm land and there is no roadside culture in the area.

This project qualifies for Title II funding and ranks number forty-nine on the statewide rural priority list.

L E George
L. E. George
Traffic Engineer

AA:kr

REFERRED TO
Beard Stoudenmeyer
Cole Sample
✓ Eriksen Watson
Hager Dorn Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

Versteeg
Anderson
Christensen
Olson
Sullivan
Terpin
Trout
Wakerlig

RECEIVED
SEP 04 1979
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

Umatilla - Hermiston (Field Loc.)	
programmed	$820,000 ×
Transferred from Pendleton-Pilot Rock	750,000 ×
" " Hat Rock St. Pk. - Hermiston	700,000 ×
Bal.	$2,270,000

Hermiston - Stanfield Intch. Programmed	$4,300,000
Hermiston - Stanfield N.C.L. est.	3,500,000
Bal	800,000 ×
From Previous proposals	2,270,000
	$3,070,000 ×
Current est. for Umatilla-Hermiston	3,500,000
Short	$430,000

Schwartz Recomended Section

No sidewalks

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 3 Sheets

Section Umatilla - Hermiston
Highway Umatilla - Stanfield County Umatilla Prefix 30-1921
Length ____ Miles -1.84 Designer A.L. Hanson Date 9-12-79
Signed ____ Title ____

Grading & Drainage		$ 1,707,615.
Surfacing		$ 1,412,785.
Extra Work		
Adjust Utilities	$ 15,000.	
Striping	$ 5,000.	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
	$	
TOTAL EXTRA WORK		$ 20,000.
TOTAL		$ 3,140,400.
+30 % Engineering and Contingencies		$ 942,120.
Structures		
	$	
	$	
	$	
	$	
TOTAL STRUCTURES		$
Right of Way		$
TOTAL ESTIMATED COST		$ 4,082,520.

4,100,000.

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 2 of 2
Date Sept. 12, 1979

Section Umatilla - Hermiston
County Umatilla
Kind Of Work Grading & Paving
Length 4.87
Name A.L. Hansen

No	Item	Code	Unit	Quant.	Unit Cost	Total
	Mobilization	4%	Lump Sum			257,649
	Temp. Prot. & Dir. of Traffic	1.75%	" "			49,235.
	Temp. Signs		Sq. Ft.	1181	6.00	7,086.
	Flagging		Hour	4800	21.00	100,800.
	Clearing & Grubbing		Acres	20	1000.00	20,000.
	Removal of Struct. & Obstructions		Lump Sum	100%		1,500.
	Embankment In Place 26,000 Exc. in Job		Cu. Yd.	35,000	5.00	175,000.
	Ditch Excavation		Cu. Yd.	60	6.00	360.
	Trench Excavation		Cu. Yd.	10,000	8.00	80,000.
	Finish Roadbed & Slopes		Mile	4.8	5,000	25,000.
	Water		M-Gal	2,500	10.00	25,000.
	Cement Treated Exist. Materials		Sq. Yd.	117,500	1.50	176,250.
	Cement In Treated Subgrade		Ton	3,850	89.00	342,650.
	C.T.S. Seal Coat		Ton	150	175.00	26,250.
	Aggregate Material		Ton	5,300	8.00	42,400
	Class "B" Asphaltic Concrete		Ton	37,500	14.00	525,000
	Asphalt Cement In Mixture		Ton	2,435	121.00	294,63
	Tack Coat		Ton	28	200.00	5,600
	Extra For A.C. Approaches		Each	55	200.00	11,000.
	Concrete In Box Culvert		Cu. Yd.	75	275.00	20,625.
	Reinf. In Box Culvert		lbs.	8,400	.75	6,300.
	12" Concrete Sewer Pipe		Lin. Ft	23,000	13.00	299,000.
	15" Concrete Sewer Pipe		" "	6,900	14.00	96,600.

OREGON STATE HIGHWAY DIVISION
SUMMARY--BID SCHEDULE--COST ESTIMATE

Sheet 3 of 3
Date Sept. 12, 1979

Section Umatilla - Hermiston
County Umatilla
Kind Of Work Grading & Paving
Length 4.84
Name H. L. Hansen

No	Item	Code	Unit	Quant.	Unit Cost	Total
	18" Concrete Sewer Pipe		Lin. Ft.	2,900	16.50	47,850.
	12" Culvert Pipe		" "	2,500	10.00	25,000.
	18" Culvert Pipe		" "	400	13.00	5,200.
	24" Culvert Pipe		" "	30	18.00	540.
	Type "G-1" Inlets		Each	95	450.00	42,750.
	Manholes		Each	4	1500.00	6,000.
	Siphon Boxes		Each	6	820.00	4,920.
	Fence Type 2		Lin. Ft.	2800	3.00	8,400.
	Conc. Lined Irrigation Ditch		" "	20	35.00	700.
	Conc. Driveways Type "A"		Sq. Yd.	3,800	25.00	95,000.
	Conc. Curb Type "A" Modified		Cu. Yd.	1,800	150.00	270,000.
	Guard Rail, Type "2A"		Lin. Ft.	750	12.00	9,000.
	Guard Rail Anchors Type 1		Each	6	300.00	1,800.
	Guard Rail Anchors Type 2		Each	2	350.00	700.
	Guard Rail End Piece Type C		Each	10	160.00	1,600.
	Relocate Mail Boxes		Each	80	75.00	6,000.
	Seeding & Mulching		Acre	10	700.00	7,000.
						3,120,400

350 = 320. 330
410 — 410
560 560

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date November 20, 1975

A. PROJECT IDENTIFICATION

Name of Project Hermiston-Umatilla 5✓ RS-89(-)
(Section)

Location of Project Umatilla-Stanfield (Highway Name) U.S. 395, ORE 32 (Highway No., US - ORE)

(City) Umatilla (County) 5 (Region)

Program (Funding) (Estimated Cost) (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: To upgrade the existing highway through widening and overlaying the facility with asphalt concrete. The project would also include the construction of curbs, gutters, sidewalks and shoulders at designated locations.

Origin and History: The existing highway is too narrow to safely accomodate present traffic volumes. The need for a turning lane has been recognized for some time. A significant increase in traffic volumes is anticipated in the very near future. The regional office considers the proposed project to be essential to the welfare of the motoring public.

C. DESCRIPTION OF PROJECT

Length Approximately 4.84 miles.

Termini M.P. 0.00 (Junction with Columbia River Highway) to M.P. 4.84 (North city limits of Hermiston)

Alignment ☐ New ☒ Existing ☐ Combined

CATEGORY
3 PROJECT

NON-MAJOR

(Form (1) 9-74)

Description of Project (cont.)

Right-of-Way (acreage and type of land use) Preliminary estimates indicate that little or no additional right-of-way would be required. Commercial, agricultural and residential properties are along the present alignment. A wildlife preserve also abuts the existing highway.

Typical Section A 10-foot parking strip at curbs, four 12-foot travel lanes, and one 16-foot turning lane (total-84 feet). Tentative plans also include a sidewalk/bike path behind each curb.

10,000

Characteristics (ADT) At M.P. 1.76, 4600 vehicles; 8,500 vehicles at M.P. 4.84 (north city limits of Hermiston). 1974 Statistics.

Structures None.

Other General Information (or Supplemental information to items) This is a rapidly growing area of the state. New agri-business and aluminum production (Alumax) is expected to generate a significant increase in population. The influx of people into the Hermiston area is already evident. Accident statistics for 1974 show 19 accidents at M.P. 4.84 for that year and 17 accidents at M.P. 4.34. The accident rate for the project is 2.42.

Project Sketch Map is Attached: ☐ Yes ☒ No

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

Since the project is principally concerned with widening, no location or design alternatives have been considered. Failure to upgrade this section in the immediate future would compound an already existing problem. The commercial activity along the highway makes the construction of a turning lane imperative.

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Hearing(s) Schedule: ☒ Not Required ☐ Required ☐ Recommended

Type ______________ Tentative Date(s) ______________

A-95 Review: ☐ Not Required ☒ Required

[illegible] 31-4

STATE OF OREGON
DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: W. E. Schwartz
Region 5 Engineer

DATE: June 13, 1979

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Hermiston-Stanfield, N.C.L.
Umatilla-Stanfield Highway
Umatilla County

The Location Unit has investigated your suggested modifications of the subject proposal, i.e., extend the four-lane roadway southerly to N. Airport Road plus realign N. Airport, S. Airport, Hooker and Feedville Roads. Mr. Versteeg, Mr. Wills and I have reviewed these suggestions together with comments (see attachments) collected from the Preliminary Design Unit and the Traffic Section.

It is our recommendation that the design proposal for the project be as represented on the print (3 copies) of the detail map included herewith. That is, end the four-lane section at the "A" Line Canal as proposed earlier thus saving the extra costs for a four-lane railroad structure; realign the N. Airport Road connection southerly enough to provide adequate distance from the railroad bridge for channelization of the road intersection; provide a five-lane section between N. Airport Road and S. Airport Road because of their proximity and the intervening minor access points; also provide channelization for S. Airport Road with improved approach angle, and reduce to two-lane construction south of S. Airport Road but provide channelization for both Hooker and Feedville Roads with improved intersection alignments. Proposed design for all four approach channelizations will adapt well to a future four-lane improvement.

Additional costs (as related to the preliminary plans prepared by Final Design) for the above listed improvements is estimated to be about $585,000 (1978 dollars).

It is intended that the prints of the detailed map design included here may be used as exhibits at the informational hearing for the project.

FET:DB:ge
Attach.

cc E. S. Hunter
J. H. Versteeg
G. Potter
W. N. Hackleman

RECEIVED
TECHNICAL SERVICES
JUN 13'79
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

10,010

54

ROAD DESIGN SECTION 378-6558

E. S. Hunter
Assistant State Highway Engineer

June 6, 1979

J. H. Versteeg
Road Design Engineer

File 6317
Stanfield Jct.-Hermiston Sec.
Umatilla-Stanfield Highway
Umatilla County

Here is correspondence on the subject file. The property was previously cleared for "exchange" in 1976. The deal fell through and now the City of Stanfield would like to purchase a portion of the property to use as a city street.

Region approves of the sale in the attached correspondence, and the other sections had previously approved the sale.

It is recommended the property the City wishes for a street be sold to them.

DNS:cj
Attachments

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
March 28, 1979

FILE:

FROM: Frank E. Terpin
Location Engineer

SUBJECT: Hermiston-Stanfield Section
Umatilla-Stanfield Highway
Umatilla County

TO: J. H. Versteeg
Road Design Engineer

ATTN: A. Olson

Attached are sketch maps submitted by Region 5 for design changes at Airport Road, South Airport Road, Hooker Road and Feedville Road. Also included are prints of the plans as presently designed.

Would you please review the Region's designs as against the preliminary plan proposals and determine which of the two designs in each case should be carried on hearing exhibits and future plans.

We are presently computing cost estimates to determine the additional monies that would be required if the Region's design proposals are incorporated in the project.

NOTED
E. S. HUNTER

DB:ge

Attachments

cc: E. S. Hunter w/attach.
W. N. Hackleman

RECEIVED
TECHNICAL SERVICES
MAR 29 '79
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

March 20, 1979

FILE:

FROM: W. E. Schwartz
Region 5 Engineer

SUBJECT: Modification of Road Connections

TO: George Wills
Field Location Engineer

SALEM

In response to your telephone call to this office, I have had our designer modify several road connections to the Hermiston-Stanfield Section. Machine copies of the appropriate section of detail map are attached.

Airport Road. This is the main route to the newly reconstructed Hermiston Airport. We wish to move the connection southerly, away from the vertical curve and the bridge over the USRS Feed Canal. The four lanes should extend to this point. This modification has been requested by the City of Hermiston and we concur that it is appropriate.

South Airport Road. A right angle connection is proposed to provide better sight distance to the highway upon entry.

Hooker Road and Feedville Road. Connections made at right angles and opposite each other to provide better sight distance and entry to the highway.

These connections should be designed and built to accommodate future four laning of this section. We recommend that these proposals be included in the hearing maps.

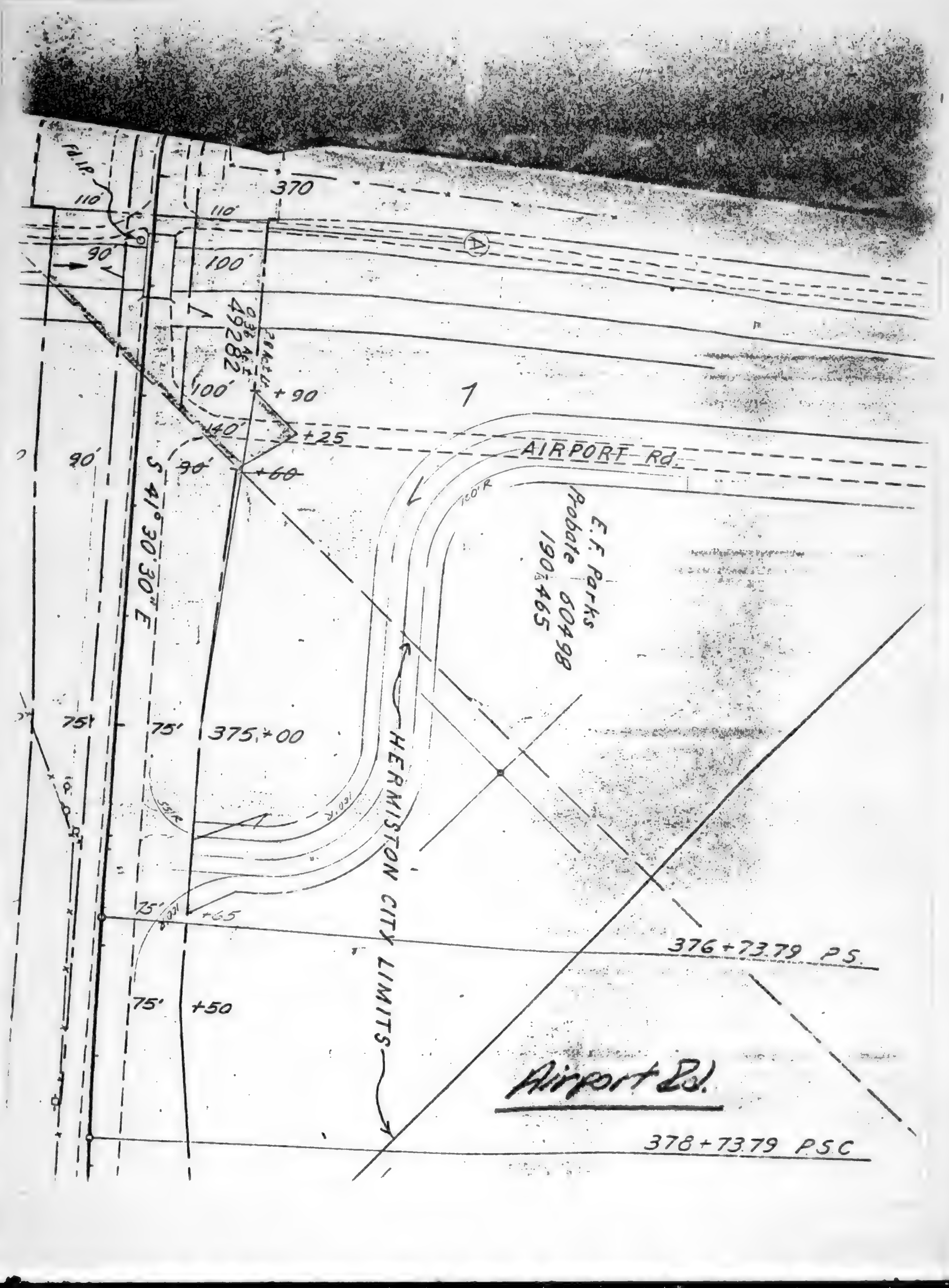
WES:vt
Enc.

NOTED
W. N. HACKLEMAN

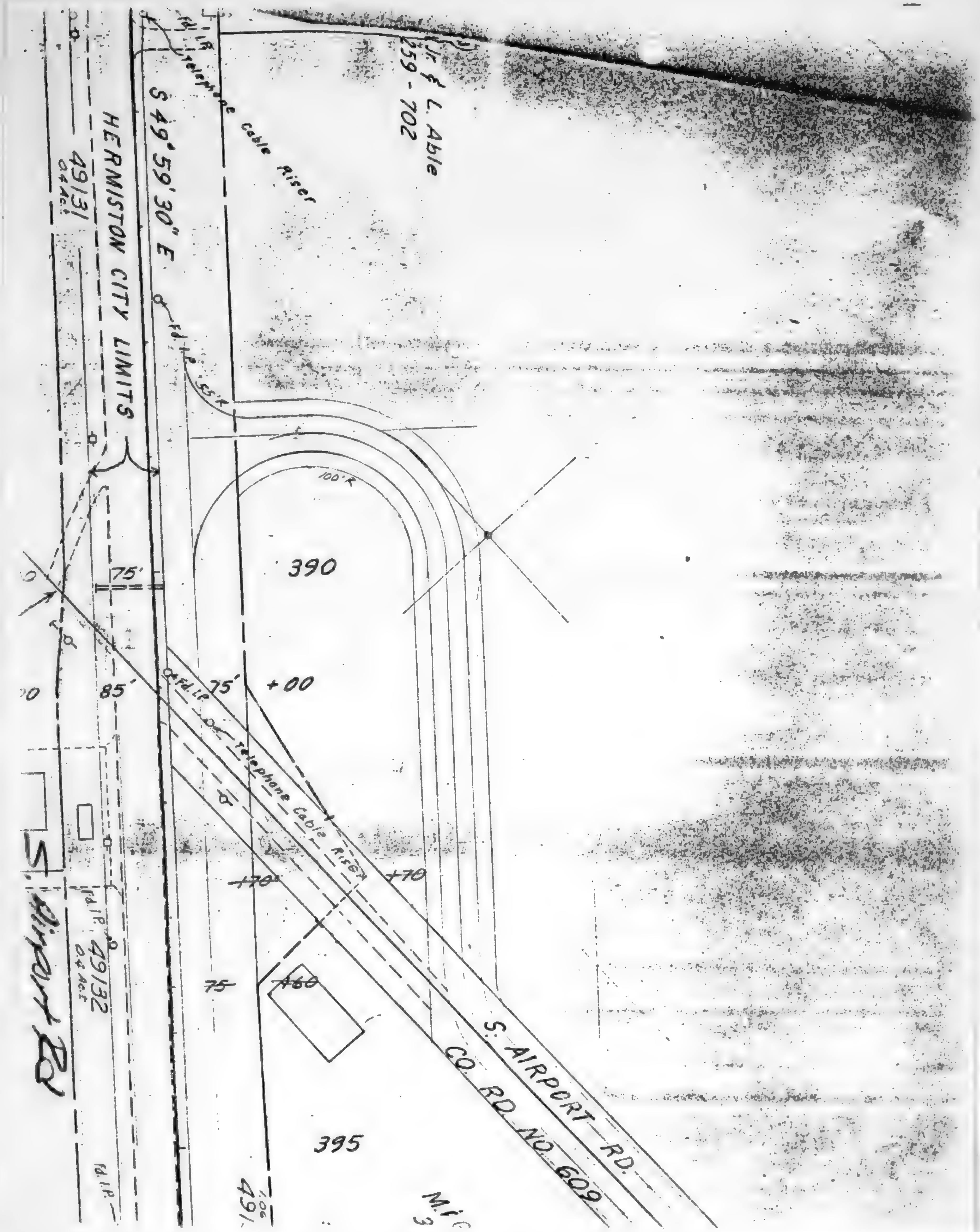
Wills

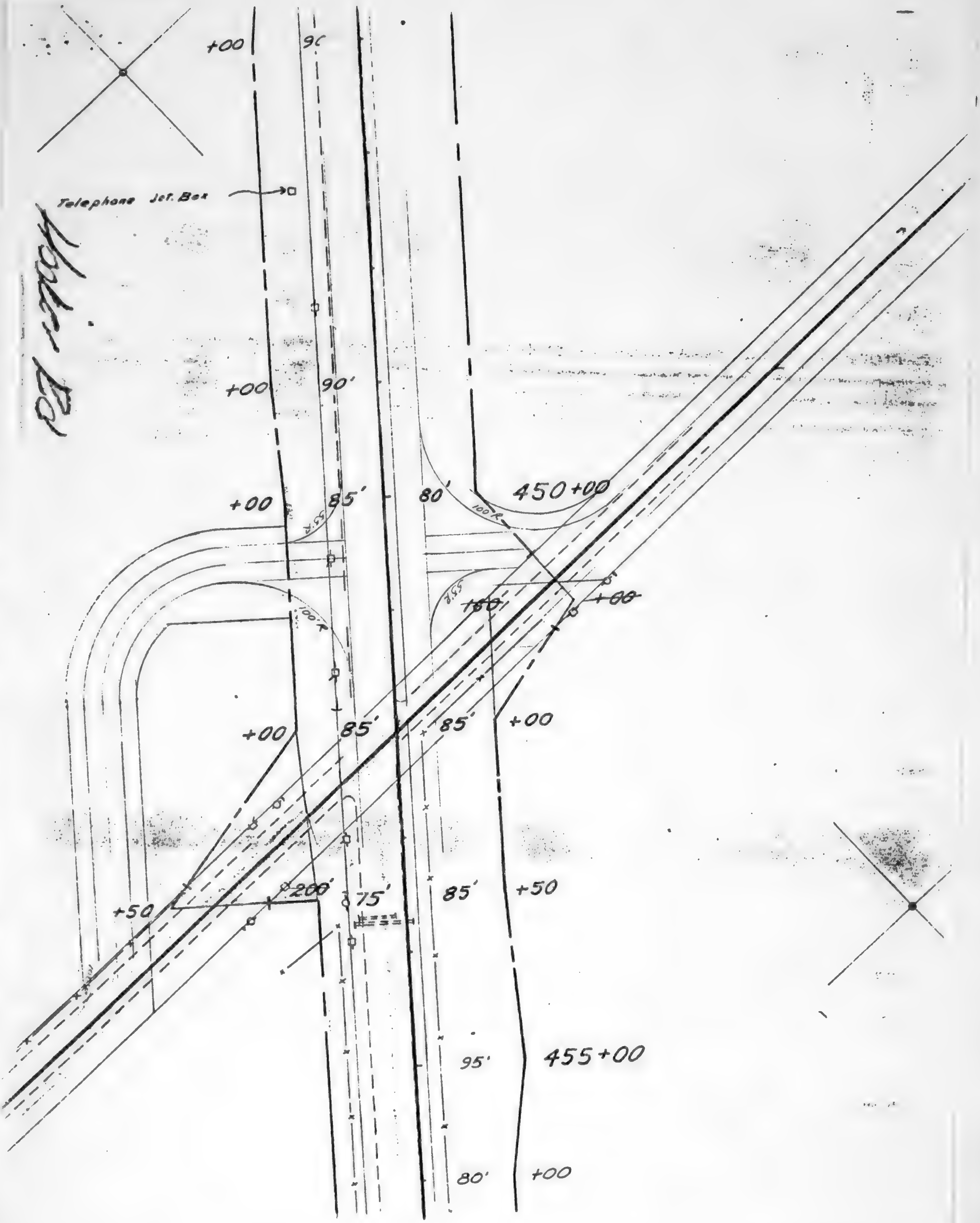
RECEI

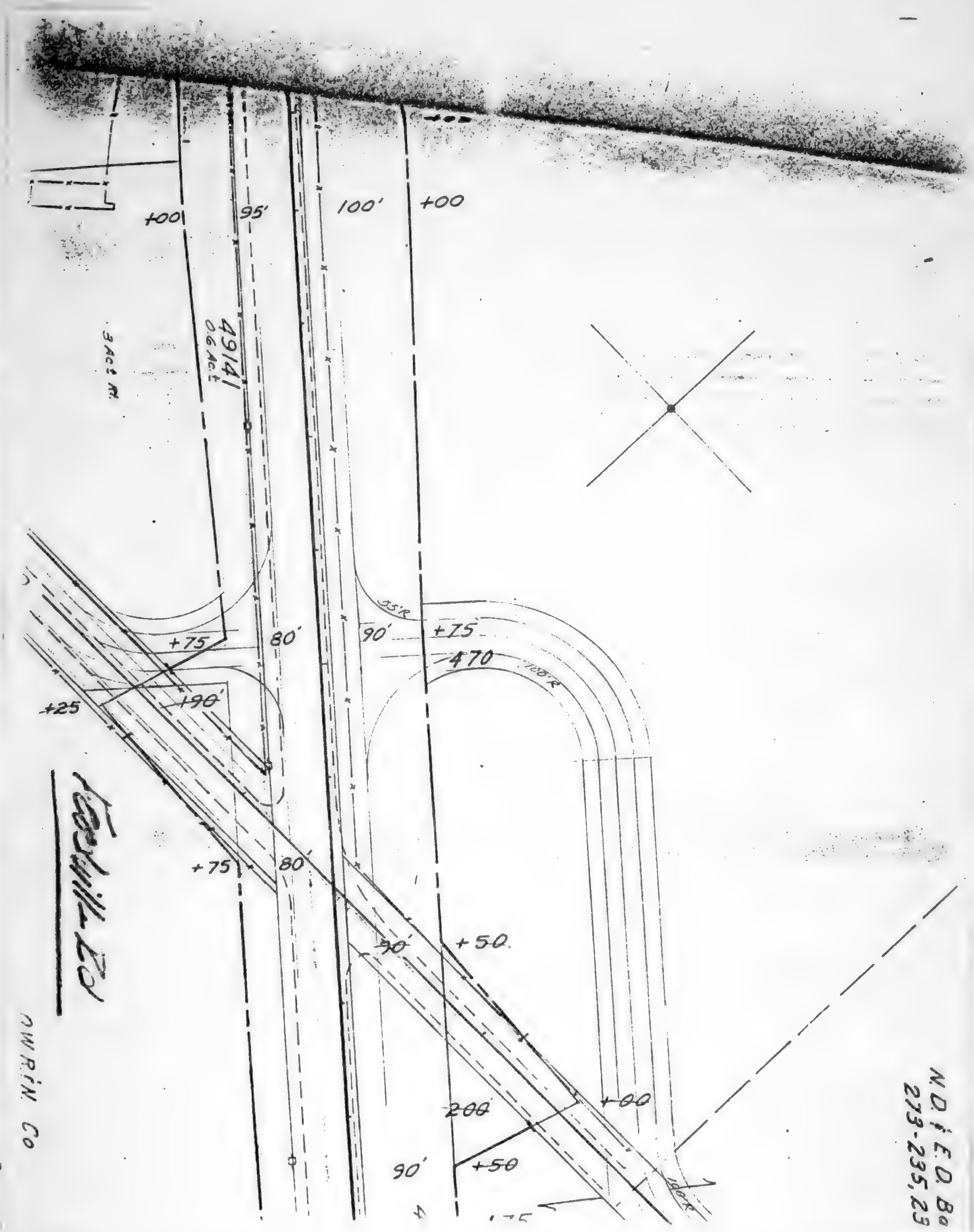
LOCATION


370
Fd.I.P.
110'
110'
A
90'
100'
0.36 Ac.±
49282
100'
+90
1
140'
+25
90'
90'
+60
AIRPORT Rd.
120'R
E.F. Parks
Probate 60498
190/465
S 41°30'30" E
75'
75'
375+00
HERMISTON CITY LIMITS
55'R
130'R
75'
+65
376+73.79 P.S.
75'
+50
378+73.79 P.S.C.

Airport Rd.


Jr & L Able
259-702
Fd. I.P.
Telephone Cable Riser
S 49°59'30" E
HERMISTON CITY LIMITS
49131
0.4 Ac.
Fd. I.P. 55'R
100'R
390
75'
85'
75'
+00
Fd. I.P.
Telephone Cable Riser
+70
+70
75
+60
S. AIRPORT RD.
CO. RD. NO. 609
395
Fd. I.P.
49132
0.4 Ac.
Fd. I.P.
491
S. Airport Rd


Telephone Jct. Box
Holder Rd
+00
90
+00
90'
+00
85'
80'
450+00
100' R
55' R
55' R
+00
100' R
100
+00
85'
85'
+00
+50
200'
75'
85'
+50
95'
455+00
80'
+00



+00
95'
100'
+00
49141
0.6 Ac±
3 Ac± Rt.
55'R
+75
80'
90'
+75
470
100'R
+25
190'
Foothill Rd
+75
80'
90'
+50
200
+00
90'
+50
100'R
OWRN Co
N.D. & E.D. Bo
273-235, 23

① Sta. 370+40
Const. Approach

② Sta. 370+55
Const. Approach

③ Sta. 371+10 To Sta. 372+60
Remove Guard Rail-50'
Const. Guard Rail-25' (Type 3)
-125' (Type 2A)
(3A) Const. Anchor-1 (Type 1)
(3B) Inst. End Piece-1 (Type C)

④ Sta. 371+10 To Sta. 371+85
Remove Guard Rail-50'
Const. Guard Rail-25' (Type 3)
-50' (Type 2A)
(4A) Const. Anchor-1 (Type 1)
(4B) Inst. End Piece-1 (Type C)

⑤ Sta. 372+20
Const. Road Connection

⑥ Sta. 382+00
Const. Approach
Inst. 12" Culv. Pipe-66'
Tr. Exc. 11 C.Y.

⑦ Sta. 383+60
Const. Approach
Inst. 12" Culv. Pipe-60'
Tr. Exc. 10 C.Y.

⑧ Sta. 384+90
Const. Approach
Inst. 12" Culv. Pipe-60'
Tr. Exc. 10 C.Y.

⑨ Sta. 385+35
Const. Approach
Inst. 12" Culv. Pipe-56'
Tr. Exc. 9 C.Y.

⑩ Sta. 391+00
Const. Road Connection
Inst. 18" Culv. Pipe-216'
Tr. Exc. 50 C.Y.

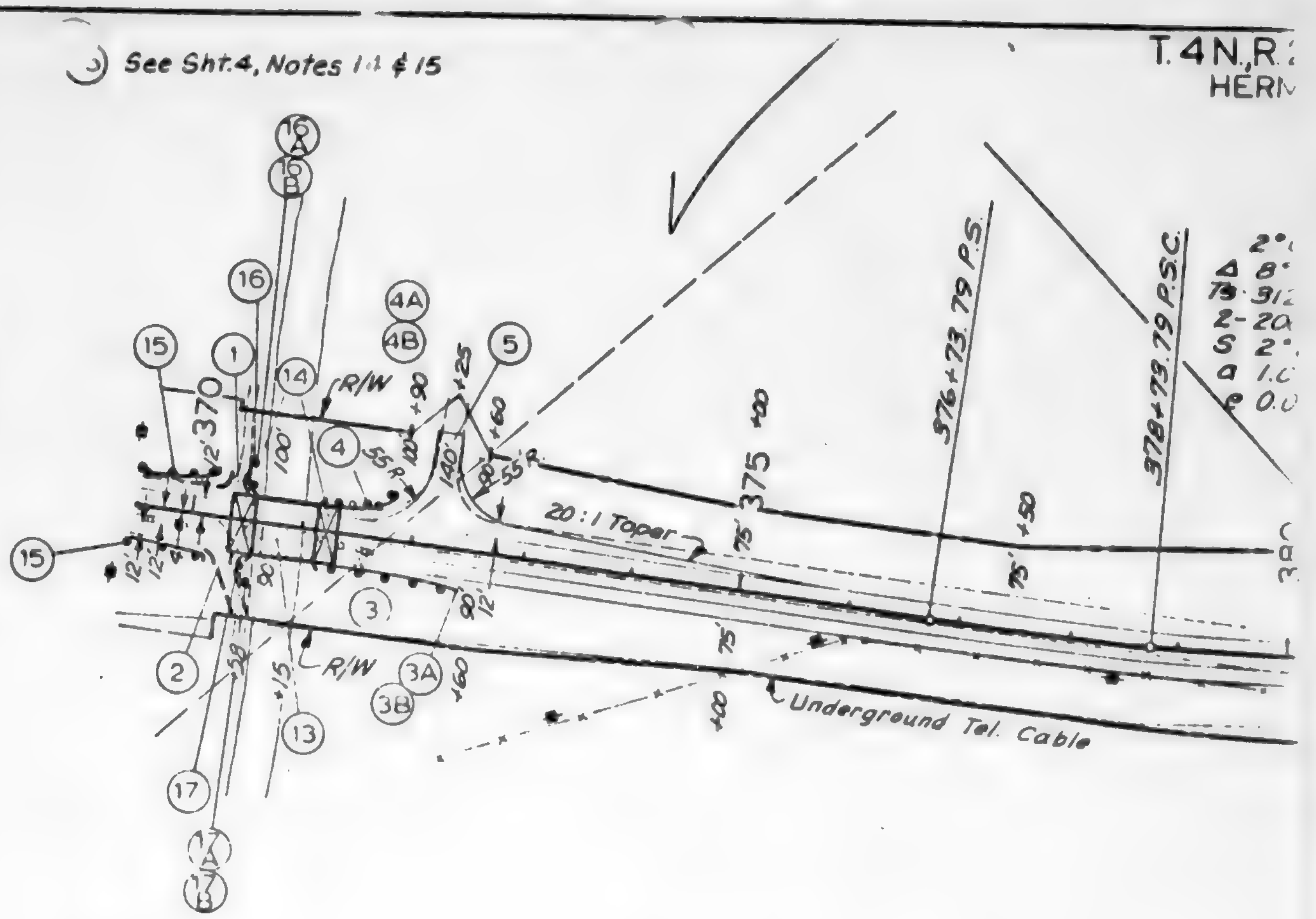
⑪ Sta. 392+55
Const. Approach
Inst. 12" Culv. Pipe-60'
Tr. Exc. 10 C.Y.

⑫ Sta. 390+10
Remove Extg. 12" Culv. Pipe-59'
Tr. Exc. 10 C.Y.

⑬ Bridge No. 476A
Remove Extg. Structure
Const. Prestressed Conc. Slab Span Structure-57'
Roadway Width-50'
(For Drg. Nos., See Sht. 1)

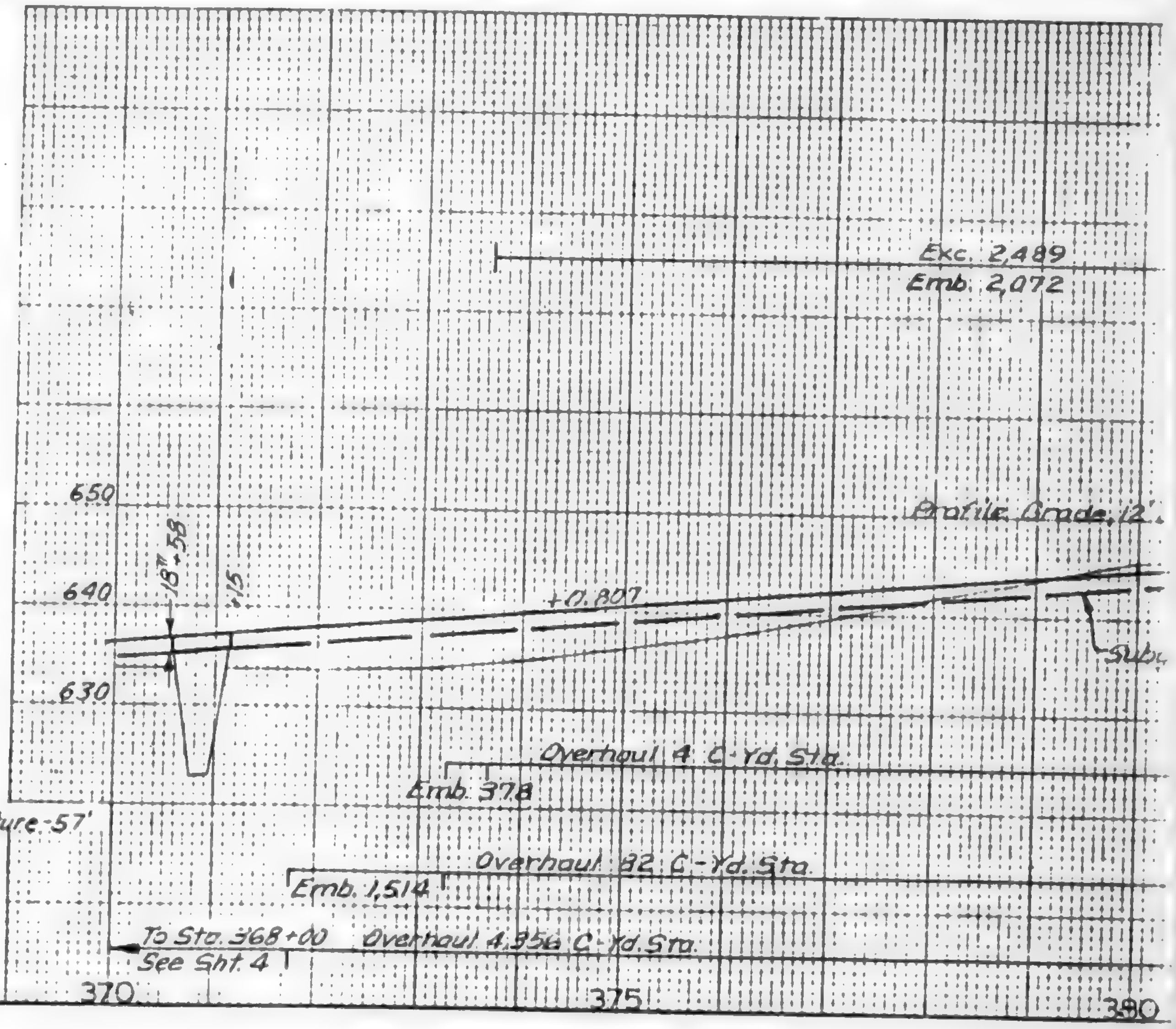
⑭ Const. Reinf. Conc. Bridge Panel
(Drg. No 2070)

⑮ See Sht. 4, Notes 14 & 15

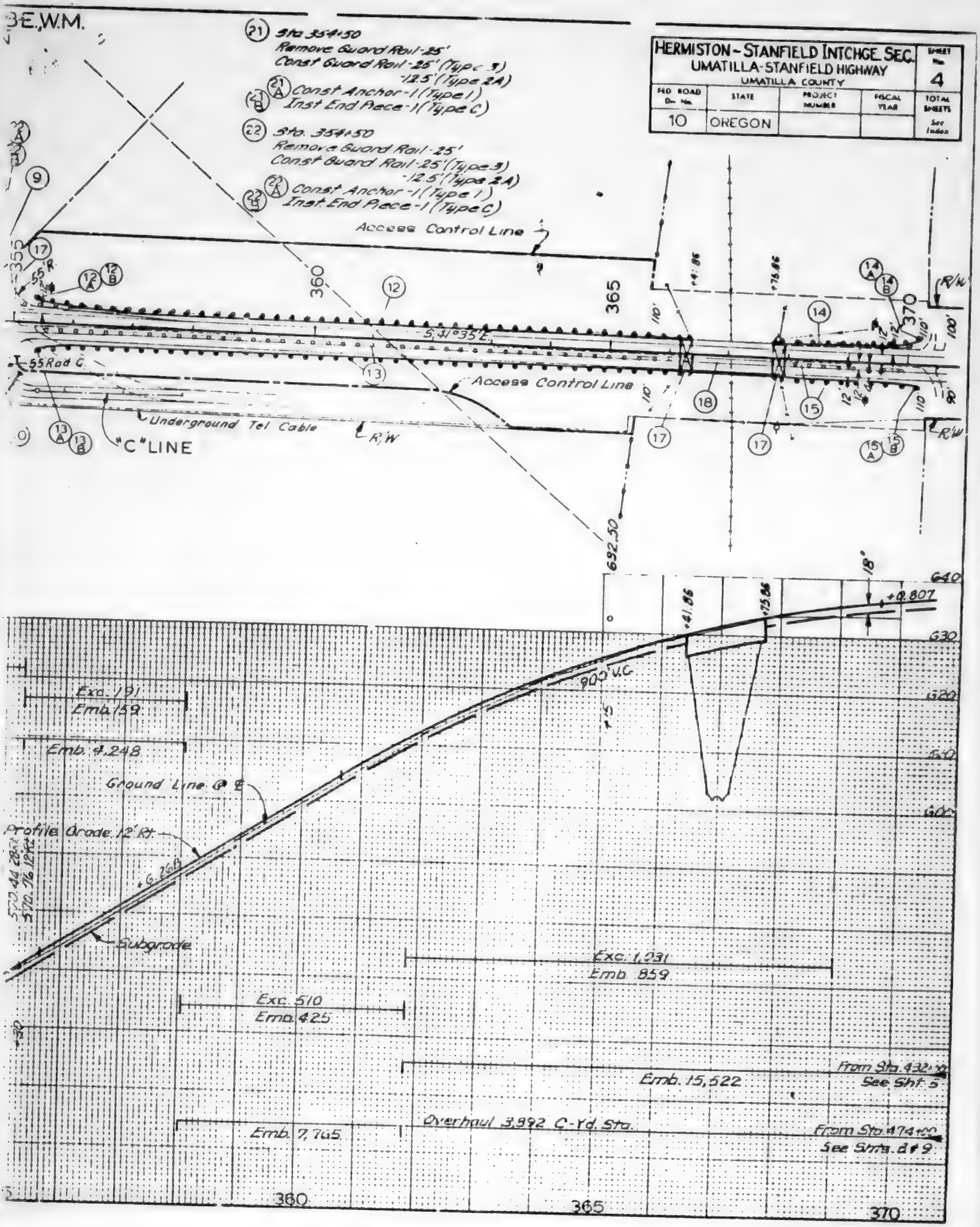

T.4N, R.2
HERM
16A
16B
16
1
4A
4B
5
15
14
R/W
370
12'
100'
4
55'R
+90
100
+25
+60
140
120
55'R
375 +00
376+73.79 P.S.
378+73.79 P.S.C.
20:1 Taper
75'
+50
75'
15
12'
12'
90
3
90
12
2
50
+15
R/W
3A
3B
+60
75
+00
Underground Tel. Cable
13
17
17A
17B
2°
Δ 8°
Ts 312
2-20
S 2°
a 1.0
e 0.0

⑯ Sta. 370+55
Const. Guard Rail-25' (Type 3)
-12.5' (Type 2A)
(16A) Const. Anchor-1 (Type 1)
(16B) Inst. End Piece-1 (Type C)

⑰ Sta. 370+55
Const. Guard Rail-25' (Type 3)
-12.5' (Type 2A)
(17A) Const. Anchor-1 (Type 1)
(17B) Inst. End Piece-1 (Type C)


Exc. 2,489
Emb. 2,072
650
Profile Grade 12'
640
18"+58
+15
+0.807
630
Sub
Overhaul 4 C-Yd. Sta.
Emb. 378
Overhaul 82 C-Yd. Sta.
Emb. 1,514
To Sta. 368+00
See Sht. 4
Overhaul 4,356 C.Yd. Sta.
370
375
380

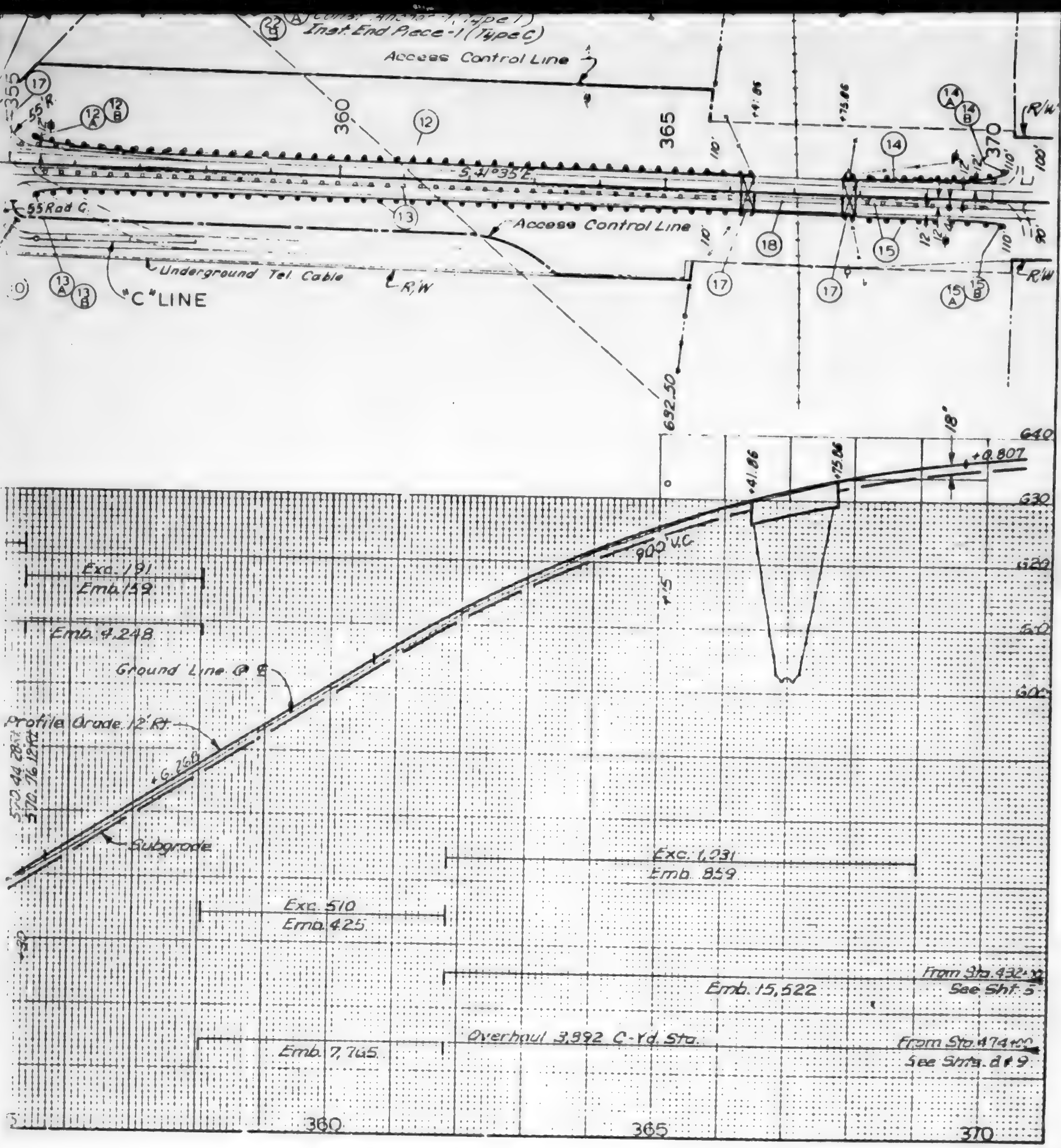
Airport Road



HERMISTON - STANFIELD INTCHGE. SEC.
UMATILLA-STANFIELD HIGHWAY
UMATILLA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No.	TOTAL SHEETS
10	OREGON			4	See Index

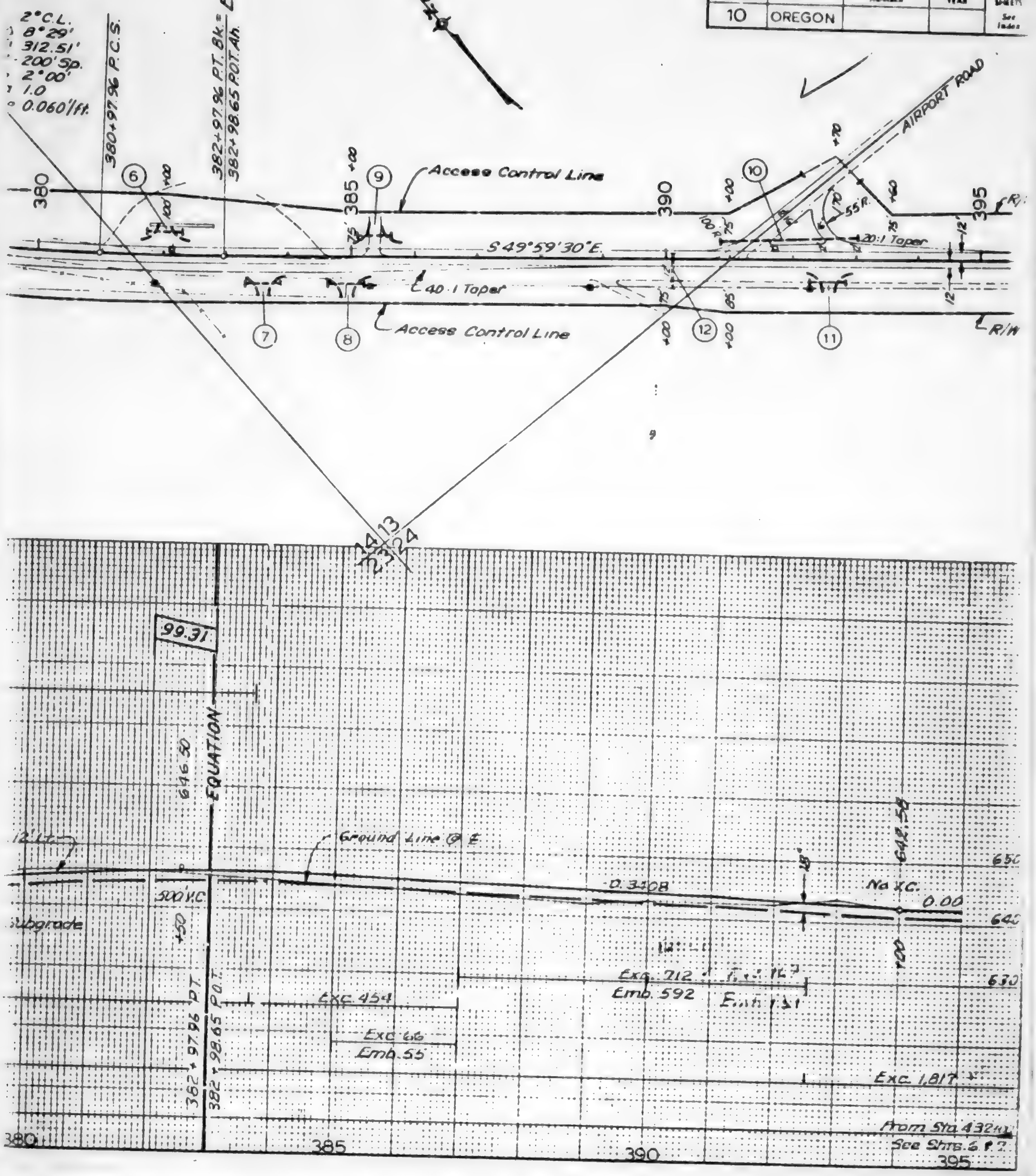
3E.W.M.
(21) Sta. 354+50
Remove Guard Rail-25'
Const Guard Rail-25' (Type 3)
-12.5' (Type 2A)
(21A) Const Anchor-1 (Type 1)
(21B) Inst End Piece-1 (Type C)
(22) Sta. 354+50
Remove Guard Rail-25'
Const Guard Rail-25' (Type 3)
-12.5' (Type 2A)
(22A) Const Anchor-1 (Type 1)
(22B) Inst End Piece-1 (Type C)
Access Control Line
355
360
365
370
55' R.
55 Rad C.
S 21°35' E.
+41.86
+73.86
110'
100'
90'
12'
R/W
"C" LINE
Underground Tel Cable
692.50
9
12
12A
12B
13
13A
13B
14
14A
14B
15
15A
15B
17
18
+0.807
18"
900' V.C.
Exc. 191
Emb. 159
Emb. 4,248
Ground Line @ ℄
Profile Grade 12' Rt.
+6.268
570.44 28 Rt.
570.76 12 Rt.
Subgrade
Exc. 1,031
Emb. 859
Exc. 510
Emb. 425
From Sta. 432+00
See Sht. 5
Emb. 15,522
Overhaul 3,892 C-Yd. Sta.
Emb. 7,765
From Sta. 474+00
See Shts. 8 & 9
640
630
620
610
600
360
365
370


Inst. End Piece-1 (Type C)
Access Control Line
355
17
55' R
12 A
12 B
360
12
365
+41.86
+75.86
14 A
14 B
R/W
370
14
110'
100'
S 41°35' E
55 Rad C.
13
Access Control Line
18
15
12'
110'
17
Underground Tel. Cable
R/W
13 A
13 B
"C" LINE
15 A
15 B
692.50
640
630
620
610
600
+0.807
18'
900' V.C.
Exc. 191
Emb. 159
Emb. 4,248
Ground Line @ ℄
Profile Grade 12' Rt.
+6.26
Subgrade
Exc. 1,031
Emb. 859
Exc. 510
Emb. 425
Emb. 15,522
From Sta. 432+00
See Sht. 5
Emb. 7,765
Overhaul 3,992 C-Yd. Sta.
From Sta. 474+00
See Shts. 8 & 9
360
365
370

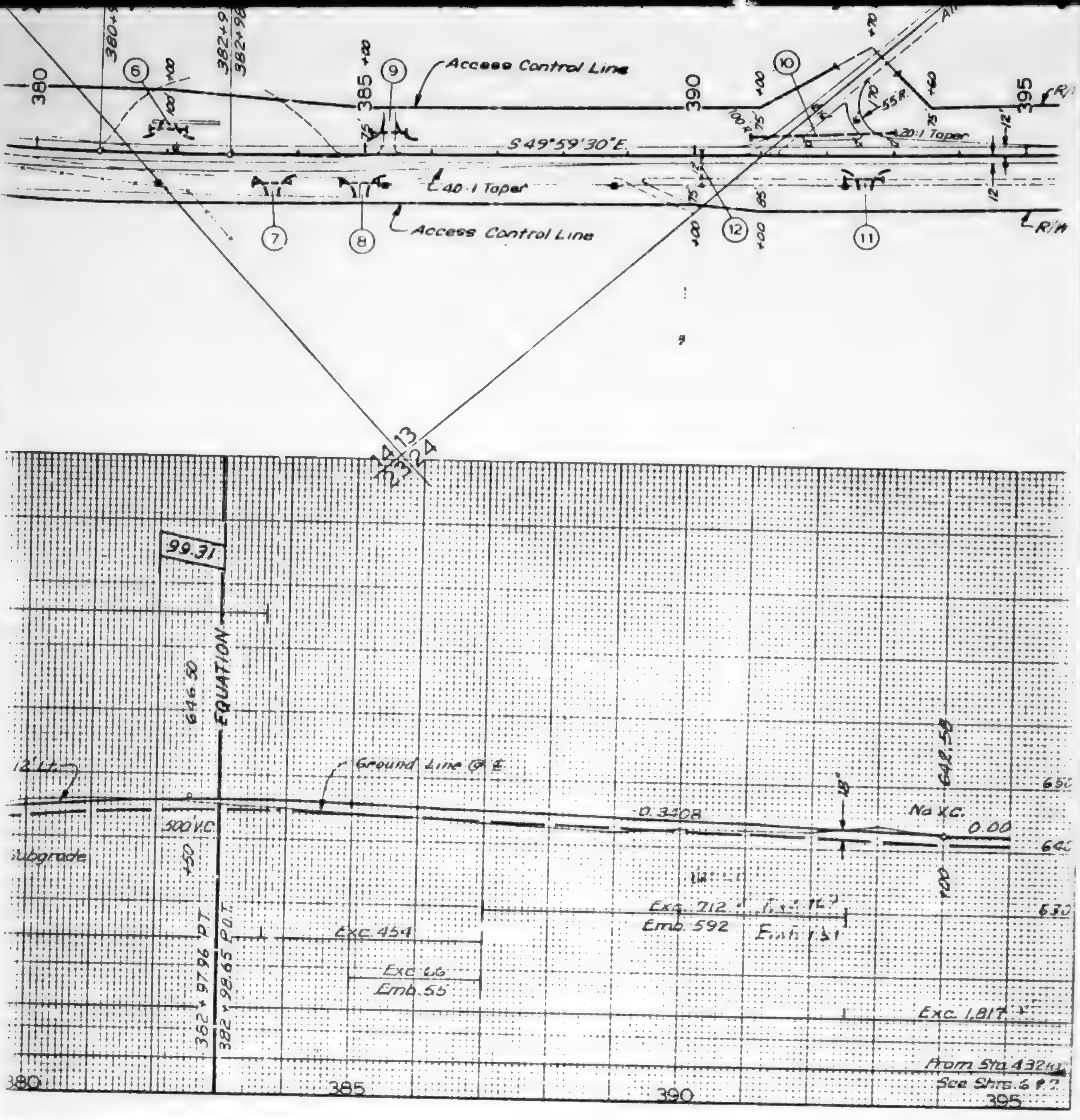
N, R.28 E.W.M.
HERMISTON

HERMISTON ~ STANFIELD INTCHGE. SEC.
UMATILLA-STANFIELD HIGHWAY
UMATILLA COUNTY

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET No. 5
10	OREGON			TOTAL SHEETS See Index

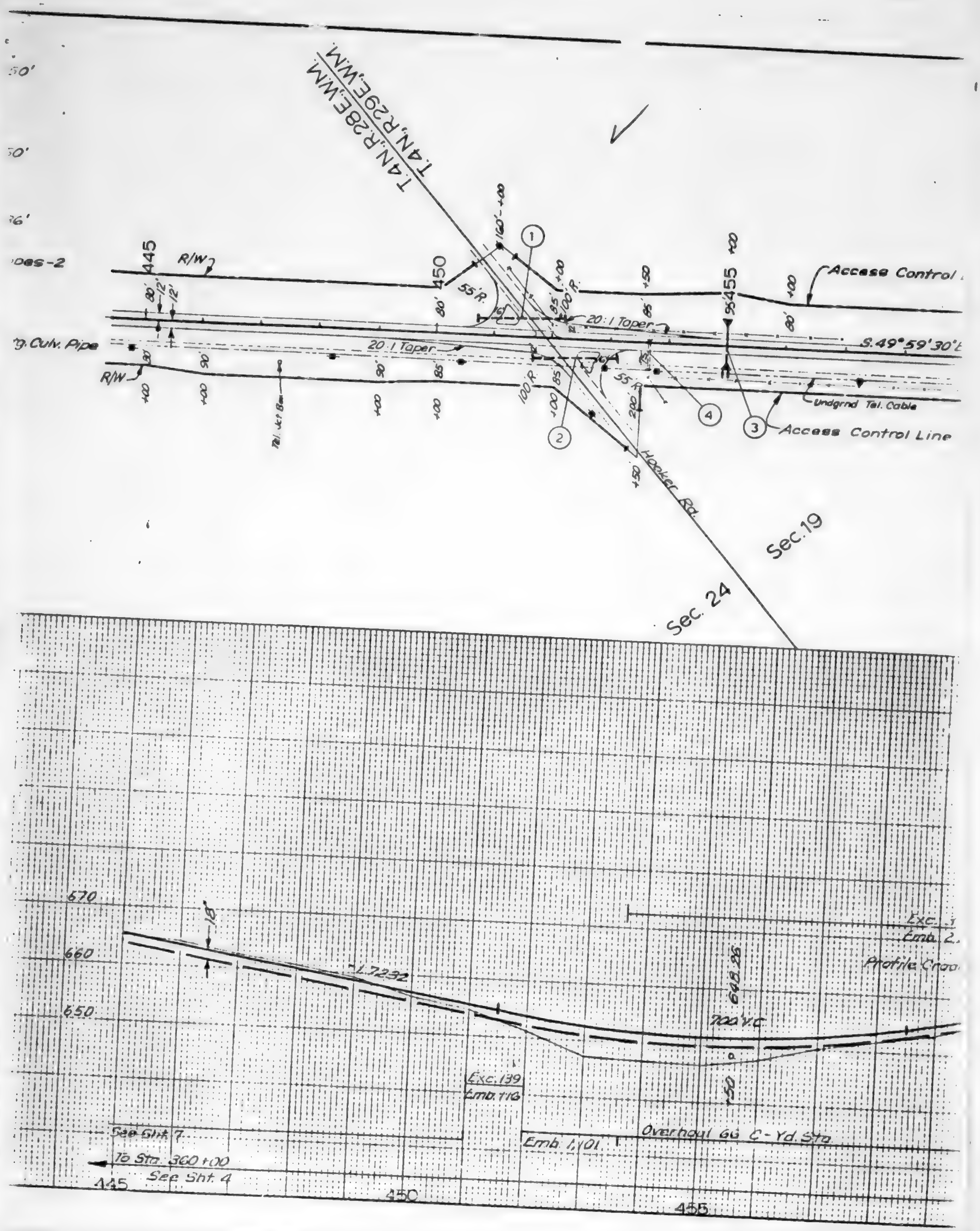

2°C.L.
8°29'
312.51'
200' Sp.
2°00'
1.0
0.060'/ft.
380+97.96 P.C.S.
382+97.96 P.T. Bk. = EQUA.
382+98.65 P.O.T. Ah.
AIRPORT ROAD
Access Control Line
S 49°59'30" E.
40:1 Taper
20:1 Taper
55'R.
R/W
380
385
390
395
6
7
8
9
10
11
12
14 13
23 24
99.31
EQUATION
646.50
648.58
382+97.96 P.T.
382+98.65 P.O.T.
12' Lt.
Ground Line @ Ⓒ
500' V.C.
Subgrade
-0.3408
No V.C.
0.00
Exc. 454
Exc. 66
Emb. 55
Exc. 712
Emb. 592
Exc. 1,817
From Sta. 432+
See Shts. 6 & 7
650
640
630

S. Airport Road

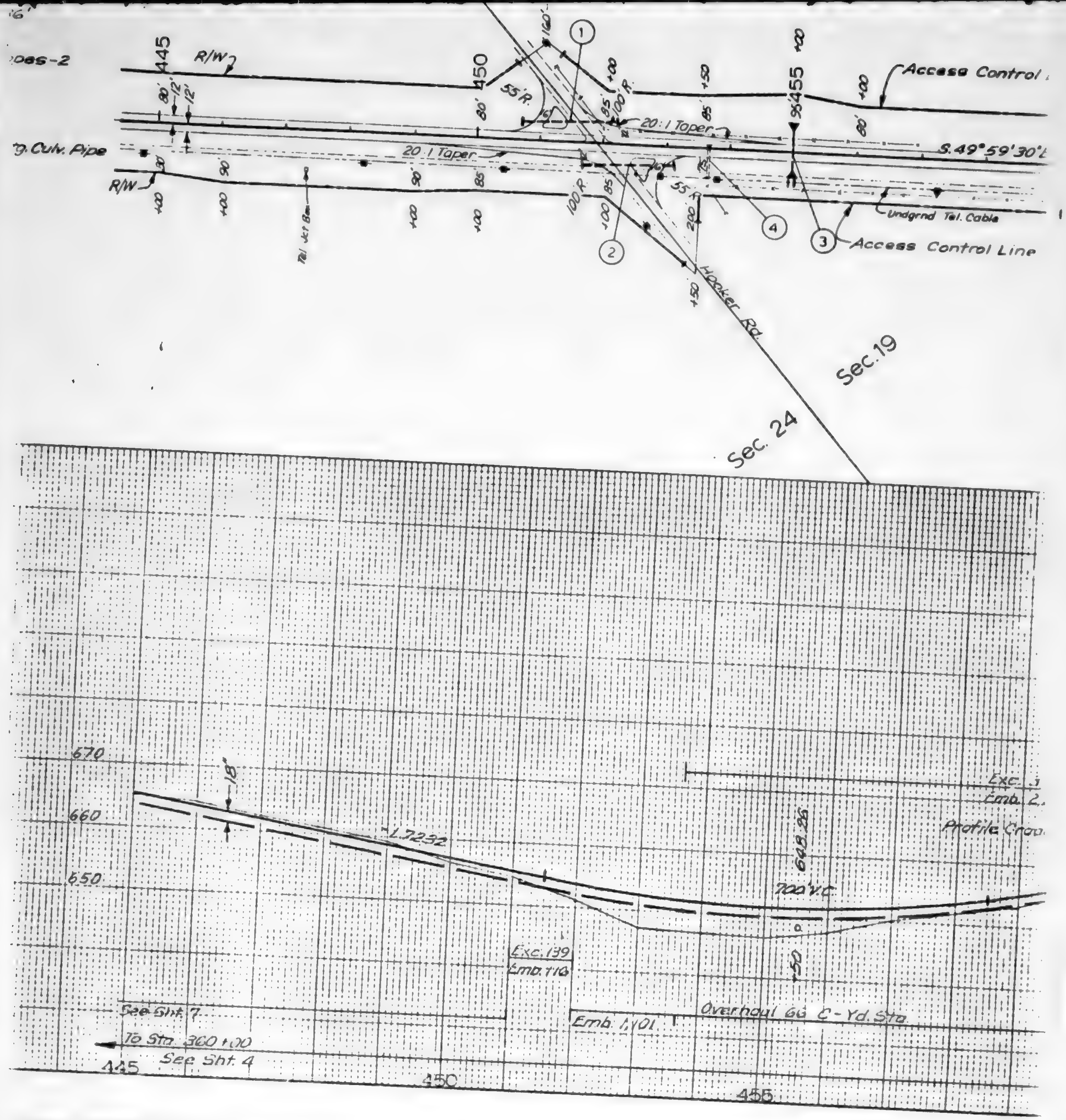


380
380+9
382+9
382+98
385 +00
390
395
Access Control Line
S 49°59'30"E.
40:1 Taper
20:1 Taper
55 R.
Access Control Line
R/W
⑥
⑦
⑧
⑨
⑩
⑪
⑫
14 13
23 24
99.31
646.50
EQUATION
12' Lt.
Ground Line @ ℄
-0.3508
No V.C.
0.00
648.50
500' V.C.
Subgrade
+50
+00
Exc. 454
Exc. 66
Emb. 55
Exc. 712
Emb. 592
Exc. 1,817
382+97.96 P.T.
382+98.65 P.O.T.
From Sta 432+
See Shts. 6 & 7
650
640
630
380
385
390
395

S. Airport Road

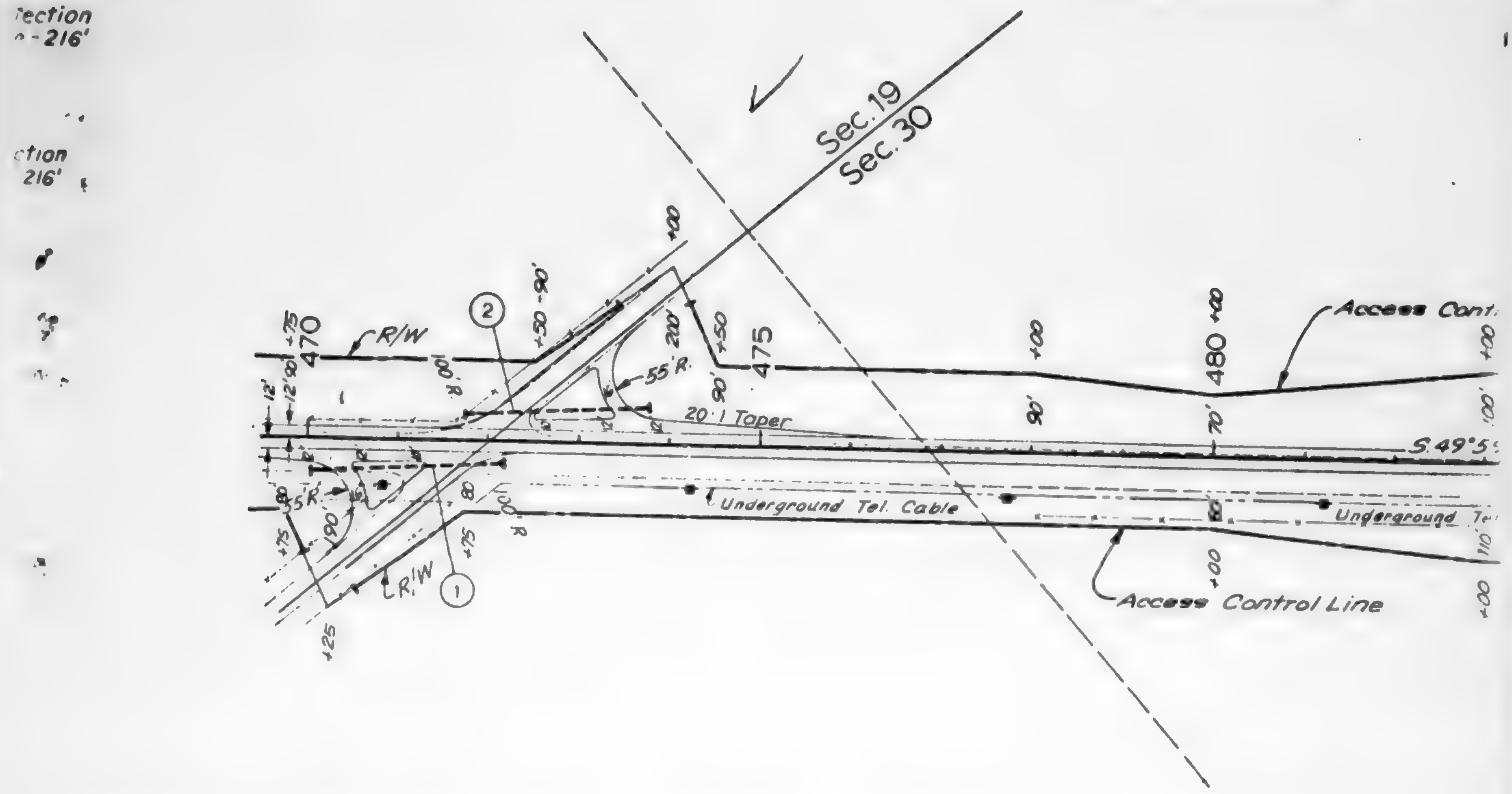

T.4N.,R.29E.,W.M.
T.4N.,R.28E.,W.M.
✓
50'
50'
36'
pes-2
445
450
455
R/W
R/W
Access Control
Access Control Line
S.49°59'30"E
20:1 Taper
20:1 Taper
55' R.
55' R.
100' R.
100 R.
110'+00
Culv. Pipe
Tel. Jct. Box
Undgrnd Tel. Cable
Hooker Rd.
Sec. 19
Sec. 24
①
②
③
④
670
660
650
18"
-1.7232
648.96
700' V.C.
Exc. 139
Emb. 116
Emb. 1,101
Overhaul 66 C-Yd. Sta.
See Sht. 7
To Sta. 360+00
See Sht. 4
Exc.
Emb. 2.
Profile Crow
445
450
455

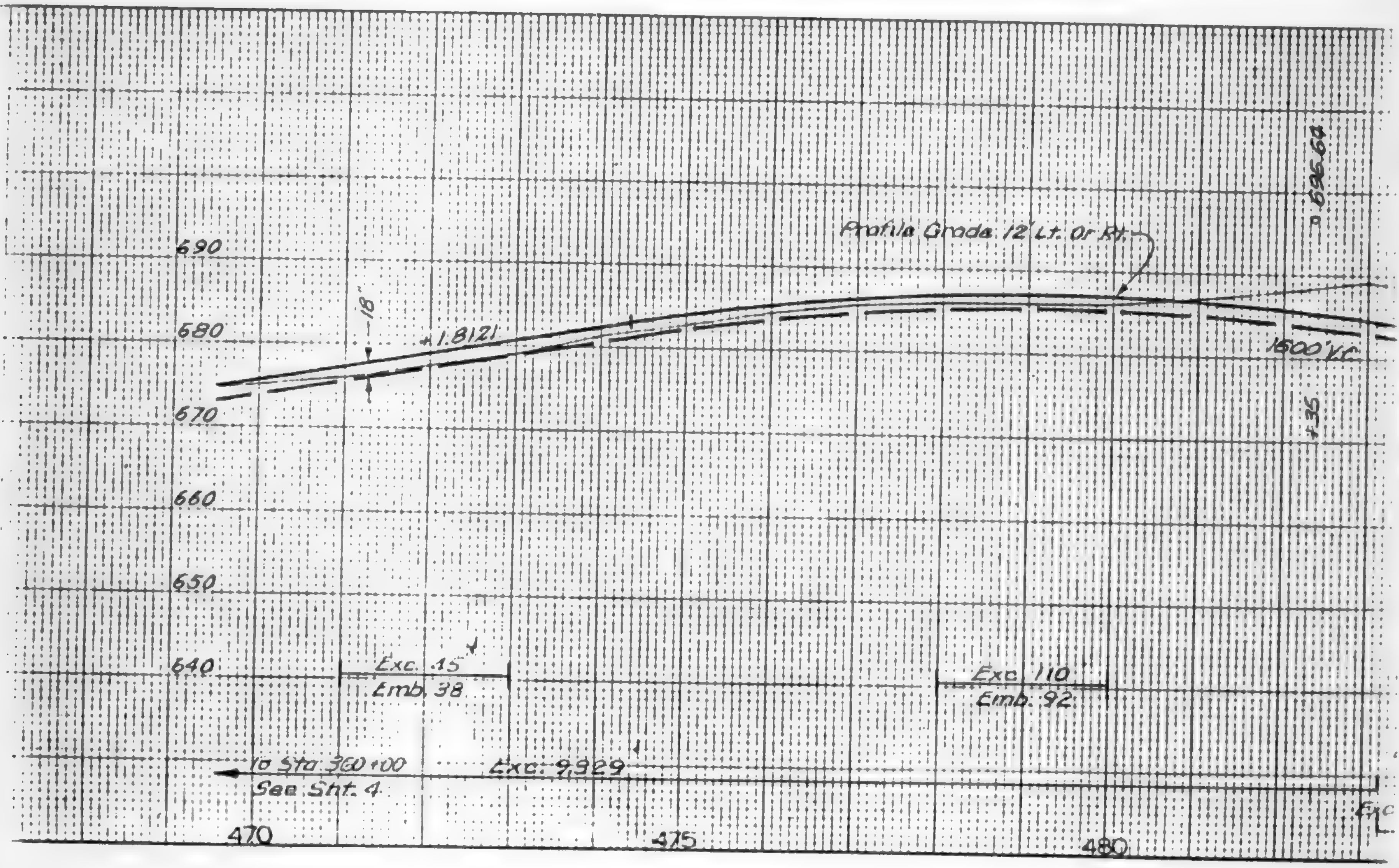
Hooker Road


R/W
445
450
455
Access Control
20:1 Taper
S.49°59'30"
g. Culv. Pipe
55'R.
100'R.
Undgrnd Tel. Cable
Access Control Line
Tel. Jct. Bx.
Hooker Rd.
Sec.19
Sec. 24
670
660
650
18"
-1.7232
648.86
700'V.C.
Exc. 139
Emb. 116
Exc.
Emb. 2.
Profile Grad
Emb. 1,101
Overhaul 66 C-Yd. Sta.
See Sht. 7
To Sta. 360+00
See Sht. 4
445
450
455

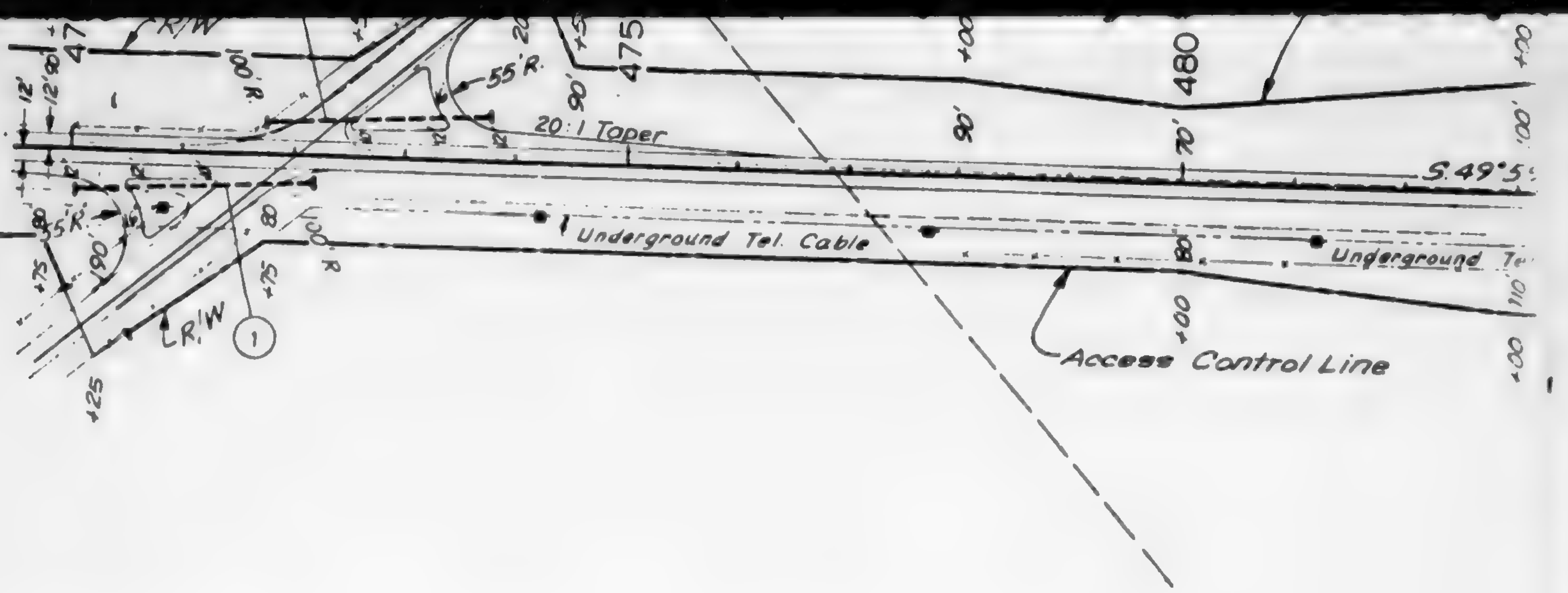
Hooker Road

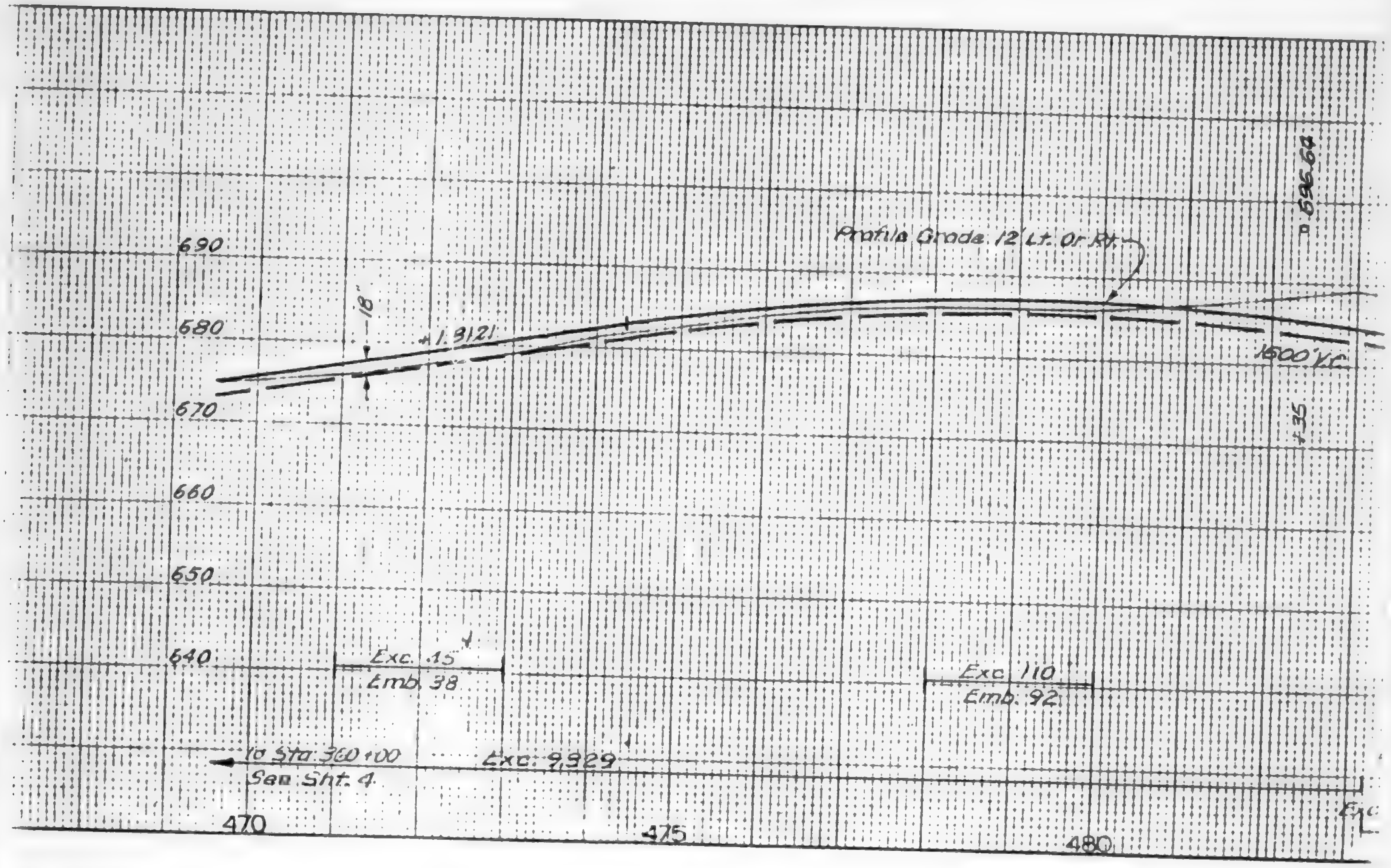
T.4N.,R.29E.,W.M.


ection
-216'
ction
216'
Sec.19
Sec.30
R/W
470
+75
12'
12'
100' R
2
+50 -90'
+00
200'
+50
475
55' R.
90'
20:1 Taper
+00
90'
480 +00
70'
Access Cont
+00
100'
S.49°5
55' R.
90'
80
80
+75
100' R
+75
+25
R/W
1
Underground Tel. Cable
Underground Te
+00
110'
+00
Access Control Line



Feedville Road


R/W
12'
12' 90'
47
100' R
55' R.
90'
475
20
+00
480
20:1 Taper
90'
70'
100'
S 49°5
55' R.
90'
80
80
100' R
Underground Tel. Cable
80
Underground Te
110'
+00
+00
+75
+75
L R/W
①
+25
Access Control Line



Feedville Road

10,010

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION FILE: 54

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

December 8, 1978

Duane O Christensen

FROM: Duane O. Christensen
Final Design Engineer

SUBJECT: Hermiston-Stanfield Unit
Umatilla-Stanfield Highway
Umatilla County

TO: MEMO TO THE FILES

Attached is a copy of my letter to Mr. E. S. Hunter of November 30, 1978. As per Mr. Hunter's decision we will proceed to complete contract plans for the Hermiston-Stanfield Unit of the Hermiston-Stanfield Interchange Section, based on buying right of way for 4 lanes and constructing 2 lanes at this time. The length of this section will be approximately 3.52 miles long at an estimated cost of $3,500,000. It is intended to contract this unit in January of 1980, therefore, time is of the essence.

1 Versteeg ✓
Christensen
George
2 Olson aOO
Terpin
Sullivan
3 Scott
Anderson

RECEIVED
DEC 11 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

DOC:ab
cc: Gary Potter, w/attach.
J. B. Boyd, w/attach.
W. J. Hart, w/attach.
W. E. Schwartz, w/attach.
E. S. Hunter, w/attach.
F. E. Terpin, w/attach.
D. H. Moehring, w/attach.
F. Eriksen, w/attach.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
November 30, 1978

FROM: Duane O. Christensen
Final Design Engineer

Duane O. Christensen

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Hermiston-Stanfield Interchange
Umatilla-Stanfield Highway
Umatilla County

The subject section appears on the schedule presently for the fiscal first quarter of 1980. A review of the status of the project surfaces the following information which in turn generates a recommendation to break out a Hermiston-Stanfield Unit and proceed to contract. The Stanfield-Stanfield Junction Unit would be contracted at a later date when all problems associated with it are resolved.

1. A draft negative declaration should be completed in January 1979. This would cover the Hermiston-Stanfield Unit. A hearing would be offered and the final negative declaration prepared. It is anticipated that design approval could be obtained by March 1979.

2. Right-of-Way has a map and descriptions and is ready to proceed with acquisitions once design approval is received and it is programed with the FHWA. Approximately 10 months will be required to clear the right-of-way after it is programed with the FHWA. ✓

3. Preliminary design has been completed on the structures involved. Final design has not been started. Approximately 5 months design time is involved.

RECEIVED
TECHNICAL SERVICES
DEC 4 '78
REFER TO
FOR

Info	Inves	R/O	D/R	Sign	Act

4. Road design plans are 80% to 90% complete based on a typical section of 8' shoulders and two 12' traffic lanes from Stanfield to Hermiston. In Hermiston the section matches the existing, which provides for four 11' lanes, a 12' continuous left turn lane and 6' shoulders. Approximately two months would be required to complete this set of plans. ✓

5. The estimated cost of the Hermiston-Stanfield Unit for the two lane design based on a March 1980 letting and utilizing a 9% per year inflation factor is $3,500,000.

6. With the decision made to build I-82 in Corridor "J", traffic on the Umatilla-Stanfield Highway would justify constructing four lanes now. Four lanes will still be justified upon the completion of I-82. (Present traffic with Corridor "J" is 6,100 ADT with 1,000 trucks per day; 1995 projection with Corridor "J" is 8,200 ADT with 1,000 trucks per day.) Estimated cost, based on a March 1980 letting, is $4,900,000.

12-5-78

Hd

Duane
I don't think we have the money to build 4 lane. We will plan to build 2-lane on 4-lane R/W as soon as possible. Contract about Dec 1979 or Jan 1980
EdH

7. Based on the Corridor "J" approval we appear to be committed to holding a hearing on the Stanfield Bypass. This will delay the Unit from Stanfield to Stanfield Junction for some time.

It is recommended that we separate the Hermiston-Stanfield Junction project into two Units and proceed immediately on the Hermiston-Stanfield Unit, towards a March 1980 contract, utilizing a four lane design.

I agree if funding is available

HW

DOC:jh

1 Versteeg
2 Christensen DOC
George
Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
DEC 6 - 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

10,010

54

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

November 16, 1978

Salem, OR 97310

FILE:

FROM: Gary A. Potter, Manager
Environmental Section

TO: F. E. Terpin
Location Engineer

SUBJECT: Hermiston - Stanfield Junction
~~Umatilla - Stanfield Highway~~
Umatilla County

In response to your memo of October 27 on this subject, I offer the following:

- The subject negative declaration is in rough draft stage, and lacks air and noise work for completion.
- The southern terminus of the negative declaration excludes the Stanfield Bypass.
- I hesitate to re-examine the category on the subject project unless Corridor "J" significantly changes what we are going to do north of Stanfield.
- If Corridor "J" opens up the Stanfield Bypass question, we could treat that as a separate issue, prepare an assessment, and continue project development procedures for Hermiston-Stanfield.

Perhaps we should schedule a Team #1 meeting to review these projects and develop a concurrence on how to proceed.

GAP:lb

cc: E. S. Hunter
J. H. Versteeg
W. E. Schwartz

1 Versteeg ✓
3 Christensen
George
2 Olson
Terpin
Sullivan
Scott
Anderson

RECEIVED
NOV 20 1978
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

11 21 46

CON 21-47
Umatilla
Stanfield

FEDERAL AID PROJECT NO. F-81(2)

STATE PROJECT NO. See below

FROM:
G. L. Green, Division Administrator
Salem, Oregon

PROGRAM NO.

ITEM NO. 90010

COUNTY NAME Umatilla

PROGRAM STAGE (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, ODOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED

DATE AUTHORIZATION EFFECTIVE 10-31-78

FEDERAL ROUTE NUMBER Primary 81

STATE ROUTE NUMBER Primary 54

GENERAL LOCATION:

Hermiston - Stanfield Junction

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) All phases of PE including archeological salvage necessary to obtain an approved Negative Declaration TEC NTE $45,500 - F.F. $39,020

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 10-13-78 letter.

NOTED
F. B. KLABOE

DATE 10-31-78

SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

TITLE for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE. 1976--626-787

10

FORM 81-734-3030

CON 21-4c
Umatilla
Stanfield
SP

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
October 27, 1978

FILE:

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Hermiston-Stanfield Junction
Umatilla-Stanfield Highway

TO: Gary Potter
Environmental Engineer

NOTED
E. S. HUNTER

As you are aware, the subject section is currently classified as a Category 3 Major-Nonsignificant project.

In view of the Commission's reaffirmation of the 'J' Route for Interstate 82, it seems likely that the Stanfield Bypass Alternate to reconstruction along the present alignment will come to the front. Please give me your thoughts on the need to re-examine the project category in this event.

WHW:jp

cc E.S. Hunter
W.S. Schwartz

RECEIVED
TECHNICAL SERVICES
OCT 27 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
306 State Library Building, Salem, Oregon 97310
Phone: 378-3732

STATE A-95 REVIEW ADDENDUM

APPLICANT: OR DOT, HWY DIV

PROJECT TITLE: Hermiston-Stanfield Junction

PNRS #: 7808 2 770

DATE : September 21, 1978

The State Clearinghouse has received additional comments from Fish & Wildlife subsequent to our conclusion letter of September 20, 1978, please see copy(ies) attached for your attention.

Additional Clearinghouse comments:

(X) Please consider this letter and enclosure(s) an addendum to our previous letter.

(X) A copy of this letter and enclosure(s) should be forwarded to the federal funding agency as required by OMB A-95.

If you have questions please contact the State Clearinghouse at the above address and telephone number.

8-15-78
BEN GIFFORD

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ____________________ **Due Date:** SEP 15 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

(X) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Please see attached comments

Agency Fish & Wildlife By William E. Pitney
ENVIRONMENTAL MANAGEMENT SECTION 9/19/78

PNRS 7808-2-770

The Oregon Department of Fish and Wildlife has no objections to the Hermiston - Stanfield Junction Highway Improvement project.

We request that construction planning and implementation of the project be coordinated with our district fish and wildlife biologists. They are Jim Phelps (fish) and Don Wilt (wildlife). Their office phone number is Pendleton 276-2344.

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

RECEIVED
STATE HWY ENGR
SEP 27 '78
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

STATE A-95 REVIEW CONCLUSIONS

APPLICANT: OR DOT Hwy Div

PROJECT TITLE: Hermiston Stanfield Junction

DATE: September 20, 1978

The state has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified ~~and your proposal is endorsed as presented~~.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of the state agency(s) have been satisfactorily resolved. No significant issues remain.

☐ Significant conflicts with the plans, policies or programs of state government have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

cc:
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary potter
W. J. Hart
Region 5 Engineer
District 12 Eng.
Aeronautics Div.
B. L. Gifford

NOTICE TO FEDERAL AGENCY

The following is the officially assigned State Identifier Number:

7808 2 770

This number should be used on all correspondence and particularly on SF 240 as required by OMB A-98.

8-15-78
BEN GIFFORD

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95. Comments of the appropriate local reviewing agencies must also be included.

PNRS #2

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

[illegible] Division
Dept. of Environmental Quality
RECEIVED
AUG 18 1978

PNRS STATE REVIEW

Project #: 7808 2 770 **Due Date:** [illegible]

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- (X) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal.
- (X) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Noise Section: This project will probably have adverse noise impacts. We will need to review the Draft Neg Dec in order to make a definitive comment.

Air Quality: No Comment!

Agency DEQ By Norman L. [illegible] 9/14/78

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #:______________________________ Due Date:____________________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ______________________ Due Date: ______________

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

Umatilla - Dept. of Trans.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

(✓) It has adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal.

( ) Please coordinate the implementation of the proposal with us.

( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

We do approve (J) Route for 1-82. Please coordinate the implementation of this proposal with the Umatilla SWCD.

RECEIVED
AUG 17 1978
STATE SOIL AND WATER
CONSERVATION COMMISSION

Agency Soil & Water By Charles V. Liles

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

Umatilla Co.

STATE CLEARINGHOUSE

RECEIVED
AUG 18 1978
STATE PARKS
BRANCH

Intergovernmental Relations Division
Room 306, State Library Building
Salem, Oregon 97310, Phone: 378-3732

PNRS STATE REVIEW

Project #: ______________ **Due Date:** SEP 15 1978

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

To State Clearinghouse: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

- ( ) It has no adverse effect.
- ( ) We have no comment.
- ( ) Effects, although measurable, would be acceptable.
- ( ) It has adverse effects. (Explain in Remarks Section)
- ( ) We are interested but require more information to evaluate the proposal.
- (✓) Please coordinate the implementation of the proposal with us.
- ( ) Additional comments for project improvement. (Attach if necessary)

- - - - - - - - - - -

REMARKS (Please type or print legibly)

Although no recorded archaeological or historical sites will be affected by the Hermiston-Stanfield Junction improvements, there have been archaeological sites reported in the area. For this reason, we would request an archaeological survey of the proposed route alternatives and improvements.

Agency SHPO By David G Talbot

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

NORTHWEST REGION
FAA BUILDING KING COUNTY INT'L AIRPORT
SEATTLE, WASHINGTON 98108

[illegible]

AUG 21 1978

Mr. D. E. Swan
Federal Aid Engineer
Department of Transportation
State Highway Building
Salem, OR 97310

Dear Mr. Swan:

This is in response to your letter of August 15, 1978, which notifies us of a project to improve the Hermiston-Stanfield Highway connected with Interstate Highway 80 near Hermiston Municipal Airport. We understand that the project will upgrade the existing highway to current standards including short four-lane sections and right-of-way for continuous four-lane highway when traffic warrants. The project will enhance surface access to airport facilities.

The approved Airport Layout Plan, copy enclosed, indicates that the highway project is partially located within the ultimate Runway 4 clear zone. We request close coordination during the highway design study with the City of Hermiston, the Oregon Aeronautics Division, and this office. This is needed to insure that future operation of the airport is not impaired.

RECEIVED
STATE HWY ENGR
AUG 30 '78
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

Sincerely,

George L. Buley

GEORGE L. BULEY
Chief, Airports Planning Branch, ANW-610

Enclosure

cc:
Paul Burket
Tom Harper
Glen Green

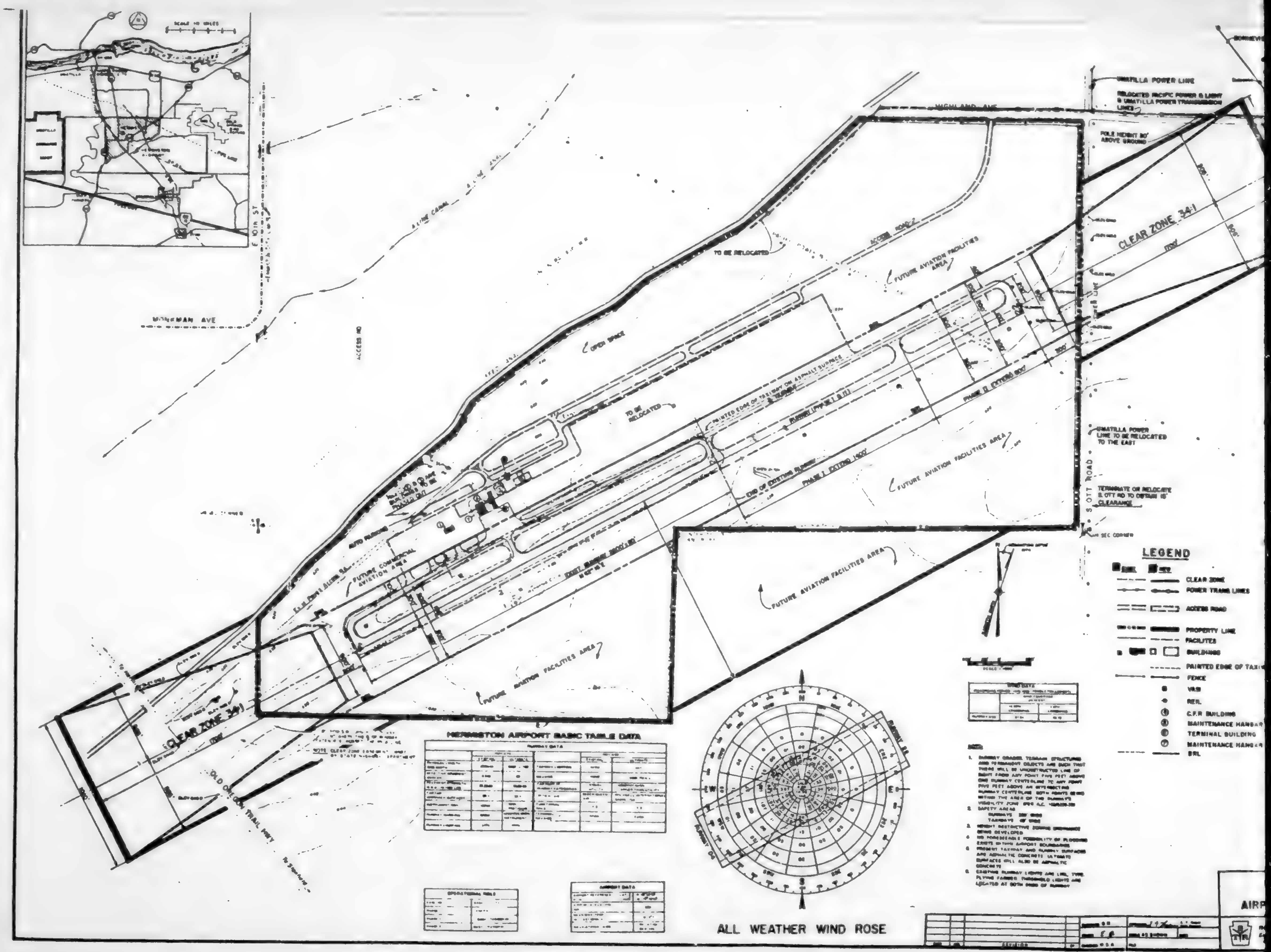
NOTED
H. S. COULTER

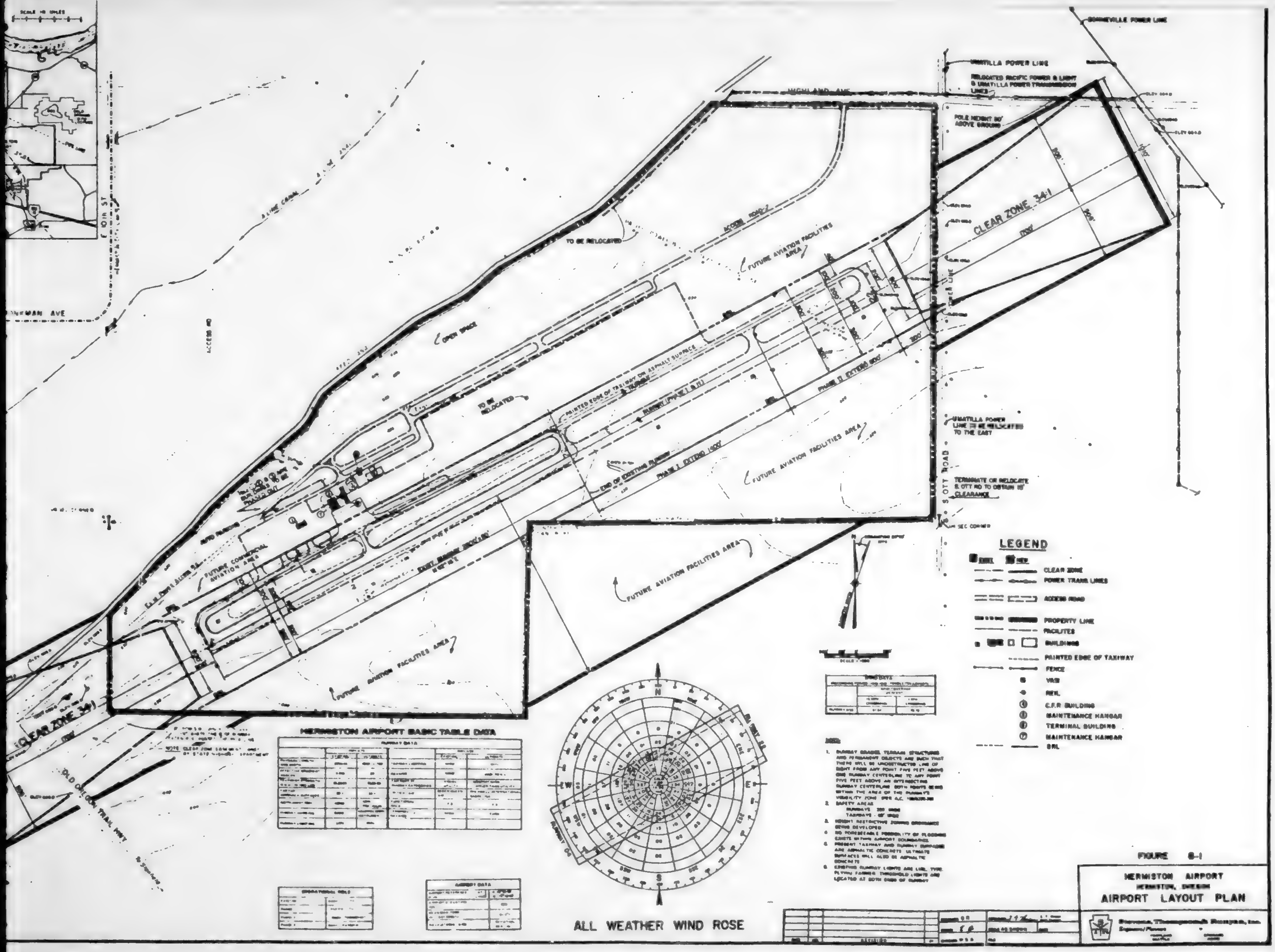
PROJECT MANAGEMENT
FME ☐ CCE ☐ OM ☐
LGE ☐ FAE ☑ OPE ☐
AUG 21 1978
File: PM FA
TAA LG OP

BEN GIFFORD
8-15-78

7-28-78 copies sent to;
G. L. Green
H. S. Coulter
F. E. Terpin
J. B. Boyd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5 Engineer:
W. E. Schwartz
District 12 Engineer:
H. W. Oswald
Aeronautics Division:
Paul Burket
B. L. Gifford


E 10th ST
MOREMAN AVE
ACCESS RD
HIGHLAND AVE
UMATILLA POWER LINE
RELOCATED PACIFIC POWER & LIGHT & UMATILLA POWER TRANSMISSION LINES
POLE HEIGHT 80' ABOVE GROUND
CLEAR ZONE 34:1
CLEAR ZONE 34:1
TO BE RELOCATED
TO BE RELOCATED
ACCESS ROAD
FUTURE AVIATION FACILITIES AREA
FUTURE AVIATION FACILITIES AREA
FUTURE AVIATION FACILITIES AREA
FUTURE AVIATION FACILITIES AREA
FUTURE AVIATION FACILITIES AREA
FUTURE COMMERCIAL AVIATION AREA
OPEN SPACE
PAINTED EDGE OF TAXIWAY ON ASPHALT SURFACE
PHASE I EXTEND 1500'
PHASE II EXTEND 800'
END OF EXISTING RUNWAY
AUTO PARKING
UMATILLA POWER LINE TO BE RELOCATED TO THE EAST
S OTT ROAD
TERMINATE OR RELOCATE S. OTT RD TO OBTAIN 15' CLEARANCE
SEC CORNER
OLD OREGON TRAIL HWY
HERMISTON AIRPORT BASIC TABLE DATA
RUNWAY DATA
WIND DATA
OPERATIONAL DATA
AIRPORT DATA
ALL WEATHER WIND ROSE
N
S
E
W
RUNWAY 7-25
LEGEND
CLEAR ZONE
POWER TRANS LINES
ACCESS ROAD
PROPERTY LINE
FACILITIES
BUILDING
PAINTED EDGE OF TAXI
FENCE
VASI
REIL
C.F.R. BUILDING
MAINTENANCE HANGAR
TERMINAL BUILDING
MAINTENANCE HANGAR
BRL
NOTES
REVISION
AIRP


CLEAR ZONE 34:1
CLEAR ZONE 34:1
FUTURE AVIATION FACILITIES AREA
FUTURE AVIATION FACILITIES AREA
FUTURE AVIATION FACILITIES AREA
FUTURE AVIATION FACILITIES AREA
FUTURE COMMERCIAL AVIATION AREA
OPEN SPACE
TO BE RELOCATED
TO BE RELOCATED
ACCESS ROAD
PHASE I EXTEND 1400'
PHASE II EXTEND 800'
END OF EXISTING RUNWAY
PAINTED EDGE OF TAXIWAY ON ASPHALT SURFACE
HIGHLAND AVE
E 10th ST
S OTT ROAD
SEC CORNER
OLD OREGON TRAIL HWY
UMATILLA POWER LINE
RELOCATED PACIFIC POWER & LIGHT & UMATILLA POWER TRANSMISSION LINES
POLE HEIGHT 80' ABOVE GROUND
BONNEVILLE POWER LINE
UMATILLA POWER LINE TO BE RELOCATED TO THE EAST
TERMINATE OR RELOCATE S. OTT RD TO OBTAIN 15' CLEARANCE
HERMISTON AIRPORT BASIC TABLE DATA
ALL WEATHER WIND ROSE
N
E
S
W
LEGEND
CLEAR ZONE
POWER TRANS LINES
ACCESS ROAD
PROPERTY LINE
FACILITIES
BUILDINGS
PAINTED EDGE OF TAXIWAY
FENCE
VASI
REIL
C.F.R. BUILDING
MAINTENANCE HANGAR
TERMINAL BUILDING
MAINTENANCE HANGAR
BRL
NOTES
1. RUNWAY GRADES, TERRAIN, STRUCTURES AND PERMANENT OBJECTS ARE SUCH THAT THERE WILL BE UNOBSTRUCTED LINE OF SIGHT FROM ANY POINT FIVE FEET ABOVE ONE RUNWAY CENTERLINE TO ANY POINT FIVE FEET ABOVE AN INTERSECTING RUNWAY CENTERLINE, BOTH POINTS BEING WITHIN THE AREA OF THE RUNWAY'S VISIBILITY ZONE
2. SAFETY AREAS
3. HEIGHT RESTRICTIVE ZONING ORDINANCE BEING DEVELOPED
4. NO FORESEEABLE POSSIBILITY OF FLOODING EXISTS WITHIN AIRPORT BOUNDARIES
5. PRESENT TAXIWAY AND RUNWAY SURFACES ARE ASPHALTIC CONCRETE. ULTIMATE SURFACES WILL ALSO BE ASPHALTIC CONCRETE
6. EXISTING RUNWAY LIGHTS ARE LIRL TYPE. THRESHOLD LIGHTS ARE LOCATED AT BOTH ENDS OF RUNWAY
REVISIONS
FIGURE 8-1
HERMISTON AIRPORT
HERMISTON, OREGON
AIRPORT LAYOUT PLAN

ROBERT W. STRAUB
GOVERNOR

DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY BUILDING • • SALEM, OREGON • • 97310

[illegible]

August 15, 1978

TO **Executive Department**
Federal Aid Coordination Unit

East Central Oregon Association of Counties
116 South Main, Room 15
Pendleton, Oregon 97801

J L Gaither

FROM for **D. E. Swan**
Federal Aid Engineer

SUBJECT **Notice of Intent for Federal Aid Funds**
State Admin. Dist. No. 12
Section: Hermiston - Stanfield Jct., Umatilla Co.
Highway: Umatilla - Stanfield Hwy., U.S. Rt. 395
County: Umatilla

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programing of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for federal aid funds on this project to be September 15, 1978.

NOTED
H.S. COULTER

BLG: pf

Attachment

cc: **G. L. Green**
H. S. Coulter ✓
F. E. Terpin
J. B. Bovd
J. H. Versteeg
Gary Potter
W. J. Hart

Region 5 W. E. Schwartz
District 12 H. W. Oswald
Aeronautics Division
Paul Hartwig, Parks
Gerald Wimer
B. L. Gifford

RECEIVED
STATE HWY ENGR
AUG 15 '78
REFER TO
FOR
Info Inves R/D D/R Sign Act File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway	
03	12] APPLICANT ADDRESS STREET [45 O'DOT Building	46] CITY [60 Salem	76] ZIP [80 97310

04	12] CONTACT PERSON [45 D. H. Moehring	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6563

01	12] PROJECT TITLE [71 Hermiston - Stanfield Jct., Umatilla Co.

11	12] PROJECT LOCATION—CITY Umatilla - Stanfield Hwy. U.S. Rt. 395	PROJECT LOCATION—COUNTY Umatilla	PROJECT LOCATION SEC: T: R:

05 SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK)

06 12] This safety project would improve sight distance by eliminating or alleviating [71

07 12] several horizontal and vertical curves and would generally provide for upgrading [71

08 12] to modern highway standard by increasing travel lane width. Short sections would [71

09 12] be four-lane, with right-of-way acquired for a continuous four-lane highway when [71

10 12] traffic warrants. (See Attachment) [71

12	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	3,698,000	- - -	602,000	- - -	- - -	4,300,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (X) the single most applicable box)

STATE	INTER-STATE	COUNTY	CITY	SCHOOL DISTRICT	SPECIAL DISTRICT	COMMUNITY ACTION	SPONSORED ORGANIZATION	OTHER
☒ 12	☐ 13	☐ 14	☐ 15	☐ 16	☐ 17	☐ 18	☐ 19	☐ 20

(B) TYPE OF ACTION: (Check (X) as many boxes as apply to this action)

NEW GRANT	CONT. GRANT	SUPPL'T GRANT	INCREASE DURATION	DECREASE DURATION	CANCELLATION	INCREASE DOLLARS	DECREASE DOLLARS
☒ 21	☐ 22	☐ 23	☐ 24	☐ 25	☐ 26	☐ 27	☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED?	(D) REVIEW REQUIRED by A-95	(E) ENVIRONMENTAL IMPACT	(F) HOUSING RELOCATION REQUIRED
Yes ☒ 29 No ☐ 30 Date: ~~August 15, 1978~~	Yes ☒ 31 No ☐ 32	Yes ☐ 33 No ☒ 34	Yes ☒ 35 No ☐ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 September	43] DAY [44 15	45] YEAR [46 1978

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 8/15/78

VI. If project includes state funds (12C), identify agency Highway

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 3 Project of Major-Nonsignificant environmental impact under Oregon's Action Plan.

Oregon State Highway Division

PROJECT ENVIRONMENTAL ASSESSMENT

Date September 27, 1974

A. PROJECT IDENTIFICATION

Name of Project Hermiston-Stanfield Junction (Section) RS-89 (-)

Location of Project - Umatilla-Stanfield (Highway Name) U.S. 395; St. Pri. 54; Ore 32 (Highway No., US - ORE)

Hermiston & Stanfield (City) Umatilla (County) Five (V) (Region)

Program Bonding (1970) (Funding) $2,260,000 (Estimated Cost) 30-1492 (Prefix)

B. PURPOSE AND ORIGIN OF PROJECT

Purpose: This safety project would improve sight distance by eliminating or alleviating several horizontal and vertical curves and would generally provide for upgrading to modern highway standard by increasing travel lane width. Short sections would be four-lane, with right-of-way acquired for a continuous four-lane highway when traffic warrants.

Origin and History:

(For a discussion of "Origin and History" see Appendix A, Part I)

C. DESCRIPTION OF PROJECT (PROSPECTUS)

Length 6.44 miles (Grading, paving, structures, Project)

Termini M.P. 6.04 to 12.48 (Station 324+ to 660+). The northerly end of the project is at the southerly city limits of Hermiston. The southerly end is at the structure over Furnish Ditch at the beginning of the Stanfield Junc. Interchange on I-80N.

Alignment (new or existing) The alignment in general follows closely the present roadway with minor adjustments on curves.

Form (2)9-74

Description of Project (cont.)

Right-of-Way (acreage and type of land use) about 65 acres of residential, commercial and agriculture land plus approximately 1.6 acres of easements for irrigation facilities for a total 66.6 acres.

Typical Section Two 12-foot travel lanes with 10-foot shoulders initially. There would be short sections of four-lane highway and climbing lane would be added in two areas.*

Bikeway A bikeway study was completed. No Bikeways are planned but shoulders may be signed where appropriate.

Structures Eight structures would be involved -- one railroad overcrossing and seven irrigation canal overcrossings. (A bicycle/pedestrian underpass has been considered at the north end of Stanfield, but is not presently included in the project.)

Additional Facilities NONE

Access Control Access on the proposed project would be limited. All public roads would be connected to the facility and access would be provided to abutting properties.

Materials Embankment and aggregate may come from the State-owned gravel pit at Station 380 (south of Hermiston). Investigation will be made.

Borrow and Waste Disposal Undetermined at this time.

Special Construction Methods None identified.

Characteristics (ADT) ADT for 1973 was 3,950 with 16% truck traffic. Traffic projections for 1993 are 8,800 (assuming no I-82 build) and 5,900 (assuming "J" line, I-82 built).

Other General Information (or Supplemental information to items) *The existing curbed section through Stanfield would be retained. This area would be striped for four 11-foot travel lanes and 8-foot parking areas to match the 60-foot curb-to-curb distance. Current proposal for future four-lane highway, except in Stanfield, incorporates 12-foot travel lanes, 10-foot shoulders and a 16-foot median.

Project Sketch Map is Attached: ☒ Yes ☐ No

(See Appendix A, Part II, for Supplemental Information)

D. LOCATION AND/OR DESIGN ALTERNATIVES (IDENTIFY AND DESCRIBE)

1. Stanfield By-Pass Alternative. This 6.48 mile proposal would also follow the existing highway except that the Stanfield business district would be by-passed to provide a more free and adequate flow of traffic. This route would leave the existing highway near the northerly city limits of Stanfield and continue in the southeasterly direction to the vicinity of Harding Avenue, with this portion consisting of two 12-foot travel lanes and 10-foot shoulders. The portion lying basically between Harding Avenue and the intersection S. Edwards Road and ORE 32, and principally utilizing the existing alignment of S. Edwards Road, would consist of four 12-foot travel lanes, 4-foot median, and 4-foot shoulders, providing a 4-lane facility on this portion. If by-pass were built, approx. 2/3 of the traffic in Stanfield would be diverted to by-pass.

2. No-Build Alternative. (See Appendix A, Part III)

E. PUBLIC PARTICIPATION AND INTERAGENCY COORDINATION

Public Input to Date (hearing held, etc.,) A combined corridor/design public hearing was held on August 3, 1972, in Stanfield. The reaction to the by-pass alternative was adverse (loss of taxable property, hurting business district, cost, etc.)

Public Hearing(s) Schedule: ☐ Not Required ☒ Required (if Federal funding is requested)

Type Corridor/Design Tentative Date(s)

A-95 Review: ☐ Not Required ☒ Required (if Federal Funding is requested)

Date Submitted Not Submitted Date Received

Expected Coordination with Local, State and Federal Agencies

Normal interagency coordination.

Expected Coordination with Individuals, Groups, and Organizations During EIS Preparation None identified at this time

F. STATUS OF PROJECT DEVELOPMENT

OSHD

Status Date

☒ Survey Authorization
☒ Reconnaissance
☒ Field Location Field survey completed April 15, 1971
☒ Office Location in process
☐ Field Prel. Design
☐ Office Prel. Design
☐ Final Design
☐ Contract Plans

FHWA

Status Not Applicable Date

☐ Systems Planning
☐ Prel. Engineering
☐ Corridor Approval
☐ Design Approval
☐ Plans, Specifications and Estimates Approval

G. BRIEF ENVIRONMENTAL SETTING OF PROJECT AREA

Natural (Topography, Flora, Fauna, Soils, Water Features, Drainage, etc.) This project lies in the Umatilla Basin, a subunit of the greater Columbia Basin. The Umatilla River, located west of the project area, drains the area in a northwesterly direction. The elevation of Stanfield is 592 feet; Hermiston, 457 feet. The Columbia River is approximately eight miles to the north. The geology of the area is characterized by glaciofluviatile deposits of poorly sorted silt, sand and gravel. The good-to-fair soil is loose, light-colored, course textured, excessively drained, and neutral to slightly alkaline. The climate is semi-arid and characterized by large seasonal variations in precipitation and temperature. Normal annual precipitation is 8-9 inches.

The native vegetation is xeric grasses and sagebrush. Trees are sparse. Scattered groves of introduced black locust and Russian Olive are present. The area is a habitat for gamebirds, songbirds and small mammals.

The landscape is open, rolling, with small hills. The area provides an uninterrupted feeling of open space.

Preliminary Assessment of Impacts (cont.)

3. Estimated Changes in Land Use: The highway facility should not affect changes in adjacent land use.

Consequences: However, project right-of-way necessitates conversion of agricultural land and some residential and commercial land to highway use.

4. Expected Adverse Effects on Natural Ecological Resources: None identified at this time.

Consequences:

5. Expected Adverse Effects on Cultural and Scenic Resources: The highway project would affect the scenic quality by removal of some mature black locust and Russian olive trees bordering the existing highway.

(Supplemental note:
Consequences: The OSHD material source and stockpile site on the westside of the highway just south of Hermiston is unattractive due to the growth of tall weeds, randomly parked equipment, and short piles of gravel. Unless this site were used as a material source, this is a maintanance problem and not part of the project.)

6. Preliminary Idenfification of Areas of Critical Environmental Concern:

None identified

7. Potential for Controversial Issues: The only controversial issue that may be encountered is the unresolved problem of pedestrian crossings and signal systems in Stanfield.

Environmental Setting (cont.)

Cultural (Land Use, Noise, Air Esthetics, Utilities, etc.) The land uses bordering the project are residential (Hermiston and Stanfield), commercial (Stanfield primarily) and agricultural (rural area). The economy of the area is based primarily on agriculture, food processing, light manufacturing and recreation/tourism. Hermiston has a population of 5,175; Stanfield, 905. Pendleton is about 18 miles from the south end of the project.

Agriculture is a mixture of dryland and irrigated farming. The area is heavily irrigated by large scale semi-automatic methods and is laced with irrigation canals. Produce include alfalfa and other grasses for hay, dryland and irrigated wheat, some cultivated "garden" crops, and beef cattle.

Just west of the project is an OSU Agriculture Experiment Station. McNary Dam and Wallula Lake is to the north; Cold Springs Reservoir and Wildlife is to the east; and I-80N is a southern border. (The utilities in the area have been listed previously).

H. PRELIMINARY ASSESSMENT OF ENVIRONMENTAL IMPACTS

1. Estimated Right-of-Way Requirements: Total right-of-way for the proposed project is 66.6 acres, of which 1.6 acres is easements for irrigation facilities.

Consequences: The right-of-way affects three commercial operations -- Farmer's Market, Culp Welding and Machine Shop and Amos' Second Hand Store. Three residences are directly affected. A fourth may be affected due to the right-of-way line being only a few feet from the house. A barn and other out buildings would be removed. The majority of ROW affects agricultural land.

2. Estimated Changes in Traffic Patterns:

No major changes anticipated.

Consequences:
Highway improvement will facilitate safe, even flow of traffic. All public roads would be connected to the facility and access would be provided to abutting properties.

8. Potential Consistency of Proposal with (complete when applicable):

a. Clean Air Implementation Plans

Proposal appears to be consistent.

b. Noise Standards

Noise standards may be exceeded near some residences in Hermiston and Stanfield. Sound measurements should be made to determine sound levels.

c. Water Quality Standards

Proposal appears to be consistent.

I. HIGHWAY DIVISION STAFF REQUIREMENTS TO COMPLETE ENVIRONMENTAL IMPACT STUDIES AND DOCUMENTATION

ENVIRONMENTAL SECTION -

PERSONNEL	EFFORT REQUIRED*		
	Minimum	Average	Maximum
Biologist	XXX		
Urban Economist	XXX		
Water Quality Spec.		XXX	
Acoustical Engineer		XXX	
Air Quality Engineer	XXX		
Cultural Geographer	XXX		
Urban Planner	XXX		
Geologist		XXX	

* For the sake of clarification and mutual understanding the terms minimum, average and maximum effort have been defined as follows:

MINIMUM - Research and Project Management Staff consultation. No formal typewritten report.

AVERAGE - Routine analysis. Short to medium length report including consideration of existing setting, probable impact, and steps to minimize harm.

MAXIMUM - Special detail of analysis. Comprehensive technical report.

Staff Requirements (cont.)

LOCATION SECTION -
(Location, Hydraulics, Photocopy, Photogrammetry)

Normal Procedures

DESIGN SECTION -
(Preliminary Design/Final Design, Specifications)

Normal Procedures

PROJECT MANAGEMENT SECTION -
(Typing, Graphics)

Normal Procedures

REGION -
(Environmentalist, Resident Engineer)

Normal Procedures

OTHER -

J. PROJECT (ACTION PLAN) CLASSIFICATION:

☐ Category 1 ☐ Category 2 ☒ Category 3 ☐ Category 4

K. TYPE OF DOCUMENTATION RECOMMENDED

☐ Draft EIS (if Federal funding used)
☐ Final EIS
☐ Supplemental Draft EIS
☐ Supplemental Final EIS

☐ Section 4(f)
☒ Negative Declaration
☐ State-Wide Negative Declaration
☐ Preliminary EIS
☐ Other ____________________

CATEGORY
3 PROJECT

MAJOR - NON SIGNIFICANT

APPENDIX A

PART I - ORIGIN AND HISTORY

A survey on Highway 32 was started in 1955 by the OSHD. However, it was not completed because of the possibility of the interstate route being constructed in close proximity to the present highway.

In 1970, this highway section was included in a $15,000,000 bonding program for eastern Oregon. The original estimate for the highway was $1,650,000. The Umatilla to Hermiston section, immediately north of the subject project, was completed in 1971.

The location survey of this section was re-initiated in June 1970 and completed in April 1971. The original thinking was that this highway would be upgraded entirely in the existing alignment. However, a bypass of Stanfield was investigated since it would afford a more free and adequate flow of traffic and eliminate the hazardous crossings of the highway by school children and pedestrians in Stanfield. The bypass plan was presented to the officials of Stanfield in several informational meetings. Although there was some support for the bypass, the plan met mostly with resistance. A corridor/design hearing was held in Stanfield in August 1972. The two alternatives -- through Stanfield and the bypass -- were presented at the public hearing. The community feeling was adverse to the bypass proposed and favorable to the through-Stanfield route.

Preliminary selection of corridor "J", I-82, now allows the OSHD to proceed actively with improvement of this highway. Due to the effect of inflation on highway costs, other eastern Oregon highway project priorities, etc., the remaining 1970 bonding monies may not cover this project, as proposed. Therefore, a supplemental source of funding appears necessary.

PART II - SUPPLEMENTAL DESCRIPTION OF PROJECT INFORMATION

A. Although the center line of the new alignment approximates that of the existing highway except where curves are being flattened, the center line does fluctuate right and left 20 to 35 feet from the existing centerline in some sections. These offsets are necessary to minimize the stage construction problems and the adjustment of an existing power line located on the westerlv side of the existing roadway.

B. The eight (8) structures required on this project cross the following (in order, northerly to southerly): Maxwell Canal, "A" Line Canal, Union Pacific Railroad Line, U.S.R.S. Feed Canal, U.S.R.S. Feed Canal, Stage Gulch, U.S.R.S. Canal, Furnish Canal or Ditch. Just south of Hermiston, the project crosses an approach zone for the Hermiston State Airport. At Station 540, the roadway crosses a 36-inch gas pipeline owned by the Pacific Gas Transmission Company.

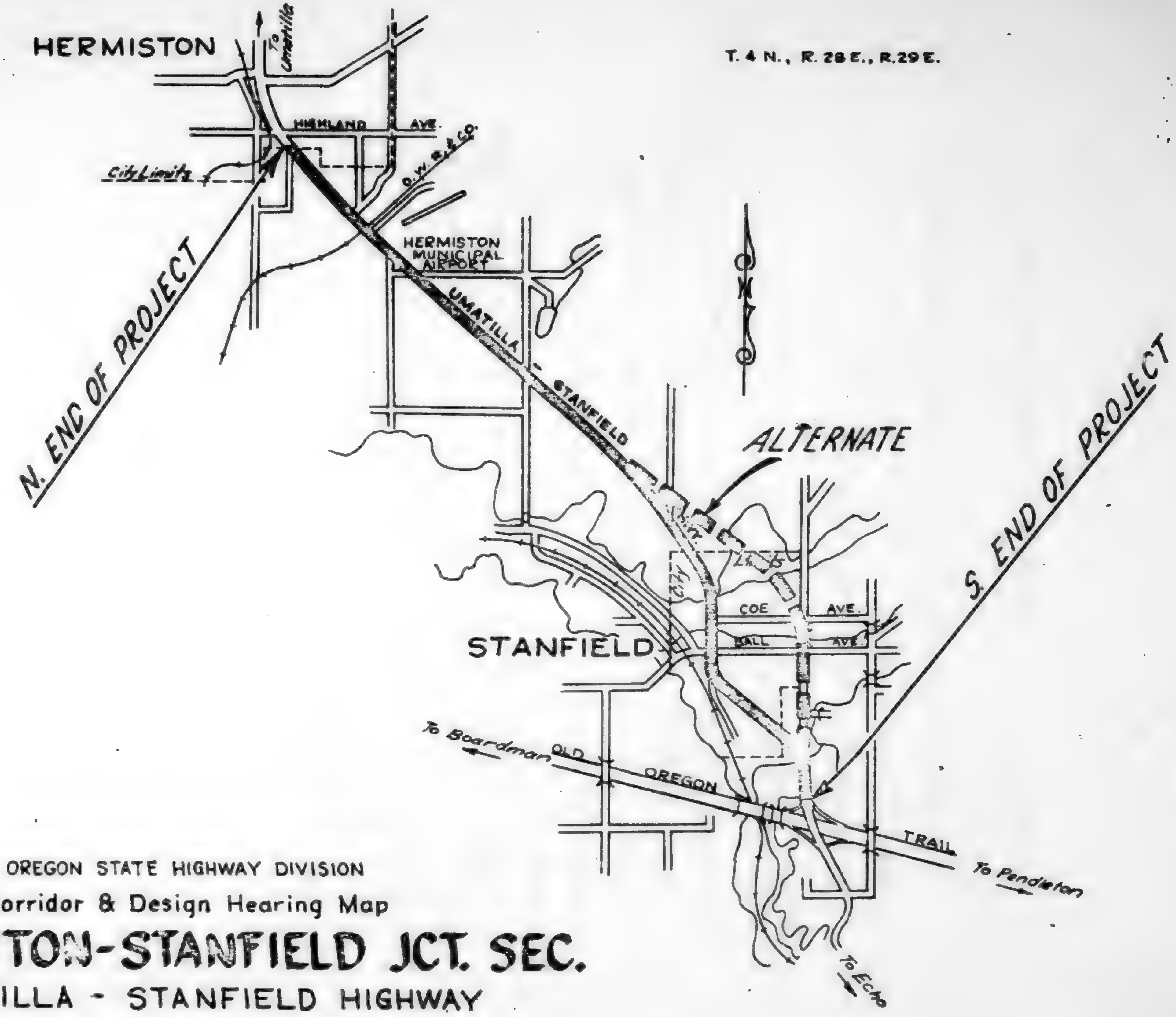
C. Any signing, lighting or traffic protection devices necessary to protect the public would be included in the project. The city of Stanfield has requested signals or pedestrian under pass at North Main and Harding Avenue and a signal at Main and East Coe Street.

D. Although the accident rate for this section is lower than the statewide average, the fatality rate, 29.65/million vehicle miles, is extremely high compared to 8.25/million vehicle miles on similar type highways (based on 1960-1970 accident data for section of highway from Hermiston to north of Stanfield city limits). Between January 1960 and June 1974, there have been eleven (11) fatal accidents and sixteen (16) persons killed on this highway (same section as above.)

E. The facility affects no public parks, wildlife refuges, game management area, publicly owned recreational facilities or historical entities listed in the National Register of Historic Places.

PART III - ALTERNATIVES (continued)

2. No-Build Alternative. This alternative would be feasible if corridor "C" of the proposed I-82 freeway were built. Corridor "C", which would run north and south approximately one-mile to the east of the existing highway, would be a parallel facility. Only stop-gap improvements at the dangerspots on the existing highway would be necessary since traffic would be reduced. However, with the January 1974 preliminary selection of Corridor "J" for I-82, the predicted ADT for the present highway would be 5,900 (1993). This future use, plus the high fatality rate and poor horizontal and vertical alignment, would require improvement of the facility to modern highway standards.


HERMISTON
To Umatilla
T. 4 N., R. 28 E., R. 29 E.
HIGHLAND AVE.
O. W. R. & CO.
City Limits
HERMISTON MUNICIPAL AIRPORT
UMATILLA - STANFIELD
N. END OF PROJECT
ALTERNATE
S. END OF PROJECT
COE AVE.
BALL AVE.
STANFIELD
To Boardman
OLD OREGON TRAIL
To Pendleton
To Echo

OREGON STATE HIGHWAY DIVISION

Corridor & Design Hearing Map

HERMISTON-STANFIELD JCT. SEC.

UMATILLA - STANFIELD HIGHWAY

UMATILLA COUNTY

4-6-72

10-10

CON 21-4
Umatilla-
Stanfield
Spec.

April 4, 1978

Umatilla County Board of Commissioners (Barbara Lynch)

Effect I-82 route would have on Stanfield Bypass.

SEE: CON 21-2 - I-82

10,010

1 Versteeg
Christensen
George
Olson
Terpin
[illegible]
[illegible]
[illegible]

RECEIVED
MAR 0 8 1978
ENGINEERING SECTION

Trout 54 N
Do Not File ☐
Return To
Bring Up / /
Action

ORIGINAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
March 2, 1978

Duane O. Christensen
Final Design Engineer

E. S. Hunter
Technical Services Engineer

Hermiston-Stanfield Interchange
Umatilla-Stanfield Highway
Umatilla County

Following is the status of preparation of contract plans for the subject 6.4 mile section:

1. Grading and paving: Plans are approximately 90% complete. Temporary Protection and Direction of Traffic and permanent signing plans have not been prepared. It is estimated that it would take approximately a month to complete these details.

2. Structures: There are seven structures on this section, six of which are canal crossings. Preliminary design is 95% completed. It is estimated that 1-1/2 months would be required to complete these designs if a designer was available

3. Right-of-way: There are 63 parcels of which 58 have not been cleared. Right-of-Way anticipates 18 months to clear these parcels. The majority of these parcels are at the north end of the project.

No work is being done on this project at this date by any of the sections pending the preparation of an environmental impact statement, public hearing and design approval for federal funding participation.

This project was initially to be funded by bond funds. As these funds were not sufficient it was decided to change the funding source to federal aid. The change to federal funds requires an environmental impact statement and a public hearing.

The project as presently developed cannot go to contract until these items have been completed and approved or the funding changed to state construction funds.

This project is presently carried on the six year program approved by the Transportation Commission in February. It is programmed for fiscal year 1980 at an estimated cost of $4,300,000. A set of preliminary plans is attached for your information.

DOC:ab
cc: Fred Eriksen

bc: D. O. Christensen

81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

CCN 51-41
Umatilla-Stanfield
X P.

FILE:

December 9, 1977

FROM: Frank E. Terpin
Location Engineer F.E.T.

TO: E. S. Hunter
Technical Services Engineer

SUBJECT: Hermiston-Stanfield Intchge Section
Umatilla-Stanfield Highway
Umatilla County
and
I-82 Corridor
Umatilla County

copy

The attached letter expresses the desire of the Umatilla County Board of Commissioners for a public review of the subject projects.

The Director of ODOT was furnished a copy of the letter as was the State Highway Engineer.

To date we have not received any instructions on how to respond to this request. Will you please inquire into the matter and furnish us instructions on how to proceed.

Attachment

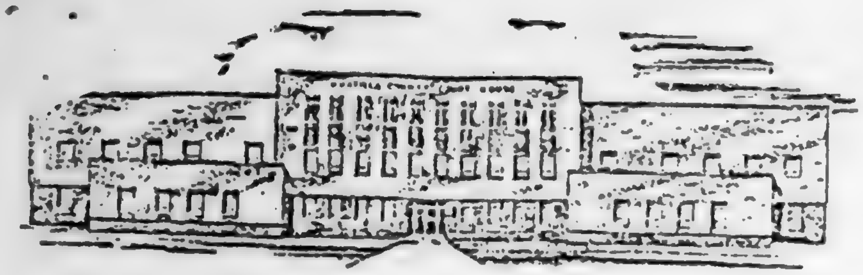
cc Gary A. Potter
W. E. Schwartz

12-12-77

Terpin

Schwartz has been charged with making the local contacts to verify interest in these requests. His report & recommendations should be in by the end of next week Dec 23.

RECEIVED
TECHNICAL SERVICES
DEC 9 '77
REFER TO
FOR



UM TILLA COUNTY

BOARD OF COMMISSIONERS

216 Southeast 4th

F.K. "Woody" Starrett
Barbara Lynch
Ford Robertson

P.O. Box 1427
Pendleton, Oregon 97801
Ph: 503/276-7111

J. Dean Fouquette
Administrative Assistant

J&C

October 28, 1977

OCT 31 1977
REGIONAL OFFICE

Mr. George Strawn
Region Planning Coordinator
Oregon State Highway Division
Region 5 Office
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Strawn:

Your recent trip to our area explaining the six year highway plan was greatly appreciated. The information generated a lot of local interest a and I am sure was beneficial. The proposed Highway 395 from Umatilla to Stanfield and the proposed I-82 Corridor are areas of concern.

The planning department, some elected officials, and various citizens have asked there be a public review of these projects at an appropriate time.

The Board of Commissioners have noted some shifting of growth patterns since the 1972 studies. It is highly possible that some additional interchanges would be in the public's interest and that some of the developments would affect overall costs. A review, therefore, seems justified from our point of view. Let this letter serve as an official request from the Board for a review of the proposed highways.

Your help and assistance in tying down these corridors would be beneficial to us in making our decision in these matters. Our planning process is being revised and new guidelines are being proposed.
Thank you for your help and timely information.

Sincerely,

F. K. Starrett

F. K. Starrett, Chairman
Board of Commissioners

NOTED
W. N. HACKLEMAN

RECEIVED
NOV 16 1977
LOCATION
SECTION

Hunter
Versteeg
Porter
11-16

FKS:mw

cc: Mr. Bob Burco

H. S. Coulter

NOTED
G. C. WILLS

[illegible]

November 14, 1977

The Honorable F. K. Starrett
Chairman, Umatilla County Board
  of Commissioners
Post Office Box 1427
Pendleton, OR   97801

Dear Mr. Starrett:

Your October 28 letter has been referred to me for review and response regarding your concern for holding additional meetings and/or hearings for public review of the proposed I-82 and US395 construction projects in Umatilla County.

A hearing on I-82 was held in Pendleton on March 1, 1973, for establishment of a corridor. In December 1973 the Oregon Transportation Commission approved "Route J" as the official route.

On October 22, 1976 the Federal Highway Administration approved the "Environmental Document," and in February 1977, a field survey was started.

Upon completion of the field survey, compilation of data, preparation of maps and other related activities, a design hearing will be held for public comment regarding design criteria. It is anticipated that sometime in 1978 or early 1979 we may be able to hold the design hearing, and would welcome the participation of the Board of Commissioners, as well as that of other political subdivisions and the general public.

In the interim, our Region Engineer or his designated representative will be working with you in developing our proposal regarding design criteria.

The matter of US395 (Hermiston to Stanfield Interchange or Stanfield Section) is one of long-standing concern to your Board of Commissioners and the other political entities in the area.

You are most likely aware that this section of US395 was originally scheduled for a bond project in 1971, but was not constructed due to monetary complications.

On August 3, 1972 a combination hearing was held in Umatilla County to discuss the possibility of either a bypass easterly of Stanfield or an alternate of using the existing facility through the city. The testimony received at the August 1972 hearing was somewhat divided as to choice of routes. Based on the testimony received, the sequence of time since the hearing, and other matters relating to the proposed project, we are again reviewing the past events and will prepare to hold another hearing, hopefully in 1978.

Thank you for calling this matter to our attention. It is hoped the foregoing information will aid in your concerns for these two very important issues in Umatilla County.

Sincerely,

H. S. Coulter
State Highway Engineer

bc R. A. Burco
F. B. Klaboe
D. H. Moehring
E. S. Hunter
W. E. Schwartz--Please follow up.

STATE OF OREGON

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: Nov. 10, 1977

FROM: D. H. Moehring, Manager
Office of Project Management

SUBJECT: I-82 - US 395 Hearings for Umatilla County
re: Board of Commissioner letter (10-28-77)

Herewith a suggested reply to Hon. F. K. "Woody" Starrett, Chairman, Umatilla County Board of Commissioners regarding their concern for future and additional meetings for their area on I-82 and US 395.

I-82, a hearing (corridor) was held on March 1, 1973 and a future hearing (design), will be held upon completion of field survey, possibly sometime in 1978 or 1979, as the survey started February of 1977.

US 395, a hearing (combination) was held August 3, 1972 without full benefit of federal guidelines as it was proposed to construct this project as a "State Bond-1971". Another hearing would have to be held on this facility, also, perhaps in late 1978.

Attached are various items of correspondence that may be beneficial to you or Mr. Starrett for status or chronology of events to date.

DNH:dmc

RECEIVED
STATE HWY ENGR
NOV 1[illegible] '77
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

W. E. Schwartz
Region Engineer

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 4, 1977

F. K. Starrett, Chairman
Umatilla County Board of Commissioners
P. O. Box 1427
Pendleton, Oregon 97801

Dear Chairman Starrett:

This is to acknowledge receipt of the County's request for a public review of the proposed Highway 395 from Umatilla to Stanfield, and the proposed I-82 corridor.

I have submitted your letter to our Salem office for their consideration, and we will attempt to keep you informed as to the results of your request.

Sincerely,

George Strawn
Region 5 Planning Coordinator

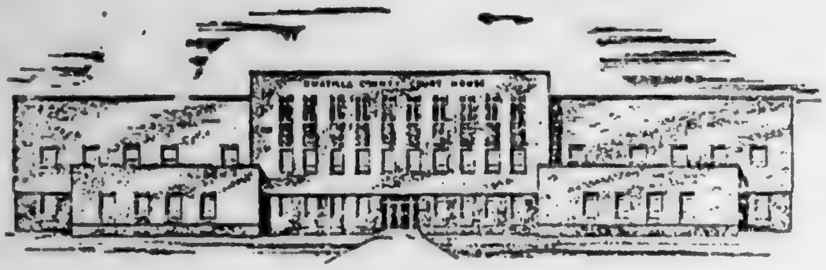
GS:sh

cc Robert Burco w/attach
H. S. Coulter "
Program Management Section w/attach

Note: 11-9-77 [illegible] letter [illegible] Coulter [illegible]

cc H S C [illegible] 11-8-77 [illegible]

Form 81 734 3123



216 Southeast 4th

UMATILLA COUNTY

BOARD OF COMMISSIONERS

F.K. "Woody" Starrett
Barbara Lynch
Ford Robertson

P.O. Box 1427
Pendleton, Oregon 97801
Ph: 503/276-7111

J. Dean Fouquette
Administrative Assistant

October 28, 1977

Mr. George Strawn
Region Planning Coordinator
Oregon State Highway Division
Region 5 Office
P.O. Box 850
La Grande, Oregon 97850

Dear Mr. Strawn:

Your recent trip to our area explaining the six year highway plan was greatly appreciated. The information generated a lot of local interest a and I am sure was beneficial. The proposed Highway 395 from Umatilla to Stanfield and the proposed I-82 Corridor are areas of concern.

The planning department, some elected officials, and various citizens have asked there be a public review of these projects at an appropriate time.

The Board of Commissioners have noted some shifting of growth patterns since the 1972 studies. It is highly possible that some additional interchanges would be in the public's interest and that some of the developments would affect overall costs. A review, therefore, seems justified from our point of view. Let this letter serve as an official request from the Board for a review of the proposed highways.

Your help and assistance in tying down these corridors would be beneficial to us in making our decision in these matters. Our planning process is being revised and new guidelines are being proposed.
Thank you for your help and timely information.

Sincerely,

F. K. Starrett

F. K. Starrett, Chairman
Board of Commissioners

FKS:mw

cc: Mr. Bob Burco

cc/ Region & Proj. Mgt. H S. Coulter

The Chairman recessed the meeting at 10:20 a.m. and reconvened at 10:40 a.m.

PUBLIC COMMENTS

Mr. Forrest Starrett, Chairman of Umatilla County Commission, welcomed the Commission to Eastern Oregon and apologized for not being at the Monday evening dinner as they were involved in a County hearing. He commented on the narrow Riverside Bridge on Highway 11 in Pendleton and the ingress and egress problems on US395 in Hermiston.

The Chairman asked if the County had taken any action on zoning the area along US395. Mr. Starrett stated that the County has looked very hard at anyone that wants an ingress or egress that would not be in the public's interest. He indicated that they have restricted through zoning at the area of Feedville Road and US395. He said the County would like to have some of those accesses more limited and asked for guidelines from the State. There is pressure, he said, continually to open up more and more of US395 between Hermiston and Umatilla.

In reply to the Chairman's inquiry, Mr. Klaboe said this section is on the 1980 schedule. He mentioned that from a safety standpoint, access could be controlled through a curbed gutter-type construction where each access point would have approximately a 35-foot access rather than the present wide open 200 feet.

Chairman Jackson asked what the County's attitude is on a possible bypass at Stanfield. Mr. Starrett indicated that he personally would be in favor of a bypass and he did not think it would disrupt the economics of the area.

County Commissioner Barbara Lynch said she concurred with Mr. Starrett concerning a bypass at Stanfield.

Mr. Klaboe mentioned that a hearing was held in Stanfield several years ago and there was some divided opinion at that time whether the town should or should not be bypassed. He suggested that another hearing be held to see if the attitude has changed.

Chairman Jackson stated the County Commission can and should be a factor in the bypass as it would simplify the reconstruction of US395 because of the continuing development in the whole area. Mr. Starrett indicated that the County would send a letter to the Commission asking for a review of this mater. The Chairman said the Commission looked at the Riverside Bridge yesterday and agree it is a needy project.

OTC Meeting - Pendleton

SYNOPSIS
OF EVENTS LEADING TO CHOICE OF CORRIDOR "J", I-82

1. 1956 - Federal Highway Act of 1956 - Authorized 40,000 miles of interstate Defense Highways and an additional 1,000 miles of supplemental routes.

   I-82 Route - Ellensburg, Washington to Pendleton, Oregon designated as a supplement.

   Weighting system of Bureau: System integration 30%; National Defense 30%; Population served (directly) 20%; Industrial usage 20%.

2. 1956 - Immediate approval of Ellensburg-Pendleton corridor by Washington Department of Highways. Suggested temporary use of Umatilla Toll Bridge, with permanent Oregon terminal near Boardman.

3. 1958 - Oregon favoring Ellensburg Corridor, Umatilla Bridge crossing, and terminus near Stanfield.
   Accepted by Washington Highway Department.
   Bureau approval May, 1958.

4. 1960-64 (Circa) - Wants of Tri-Cities made known.

   1964 - Bureau announces that routes can be reconsidered.

   1965 - Oregon Highway Commission agrees to participate in Engineering study.

   1966 - Culminated in "Lockner Report", October 1966. (Grey, Osborne & Lockner, Consultants)
   Recommended "Big Bend" Route.

   1967 - Supplement to Lockner Report, August 1967.
   Studied two more routes from Wallula to I-80-N.

5. 1967 (Feb) - Public hearings in both states reveal disagreement on route preference.

1967 (Dec) - Washington Highway Department rescinded initial concurrence with Ellensburg-Pendleton Route and approved Tri-Cities Route.

6. 1968 - Spur to Tri-Cities possible under 1,500 miles added to Interstate system under 1968 Federal Highway Act.

1969 - Federal approval of I-182 Spur (Tri-City) granted in June, 1969.

7. 1970 - BPR replaced by FHWA. Deadline of July 1, 1973 set for state approval of routes or else removal from Interstate Highway System.

8. 1971 - Washington advance planning advanced to Prosser. (Advance Planning Study, Parker to Prosser, August 1971.) Both states undertook joint study of East Bank and Juniper Canyon Route. Joint request for corridor approval withheld by FHWA because:

   1. PPM 20-8 required new public hearing.
   2. Location approval not requested within three years after prior hearing on same proposal.
   3. National Environmental Policy Act of 1961 now made EIS mandatory.
   4. Alternate corridor proposals substantially different from original.

9. 1972 - Oregon reconsidering alternates. Joint effort of Oregon and Washington on draft EIS, Corridors "B" to "H" presented in "Corridor Study Report", October 1972.

Draft EIS accepted and approved by FHWA Dec.28, 1972.

10. 1973 - March 1 - Corridor public hearing. Participants favored "C" or "J". Governmental bodies favored "J". No support for "C" only. (One percent in signed petitions endorsed "C" only.)

Conservation of agricultural lands of overriding import in Umatilla County.

1973 - August - Washington Highway Director proposed compromise corridor, Prosser to Kennewick, thence SW to Umatilla Bridge.

1973 - September 6 - Oregon approved Umatilla crossing site of Columbia River, withholding corridor selection pending further study of "C" and "J".

1973 - December - "J" Corridor approved with concurrence of Washington on Umatilla control point.

11. 1974 - June - Final EIS submitted to FHWA.
12. 1976 - Oct. - FHWA approved EIS on 10-22-76
13. 1977 - Feb. - Field survey began on 2-8-77

Due to the fact that there are two parks involved in the state of Washington which require 4F determination, the Federal Highway Administration is carefully reviewing the EIS, (12 which is a joint effort by the states of Oregon and Washington.

Field crews have been premarking and controlling the area in preparation of photogrammetric mapping. There can be no actual field location (13) performed prior to corridor approval by the FHWA. This, of course, is dependent upon Federal approval of the EIS. (12 There is no indication as to when this might be forthcoming.

8-30-74
(11 9-77)

PREFIX 30-1492

PROJECT NAME Hermiston-Stanfield

COUNTY Umatilla CITY Stanfield

HIGHWAY 54, Umatilla - Stanfield

A. HEARING REQUIREMENTS

Combined

1. Hearing maps rcd., Co-City Div. 3-1-71 / 5-2-72
2. Discuss proposed construction/ relinquishment w/respective city various
   and/or county "

B. OPPORTUNITY TO REQUEST HEARING

1. Letter to city/county offering hearing
2. Newspaper: First notice offering hearing
3. Newspaper: Second notice offering hearing [7 days after first notice]
4. Hearing request, if any, to city/county [21 days (minimum) after first notice]
5. Request for hearing to State [25-30 days (28) after first notice]

C. PUBLIC HEARING REQUESTED

1. Letter to city/county re hearing dates 6-23-72
2. Newspaper: First notice of hearing date [30-40 days (35) prior to hearing] 6-29
3. Newspaper: Second notice of hearing date [5-12 days (7) prior to hearing] 7-27
4. Public Hearing Dates: Informal 8-2
   8-3
   Formal 2 pm Aug. 3, 1972

D. PUBLICATION OF APPROVAL

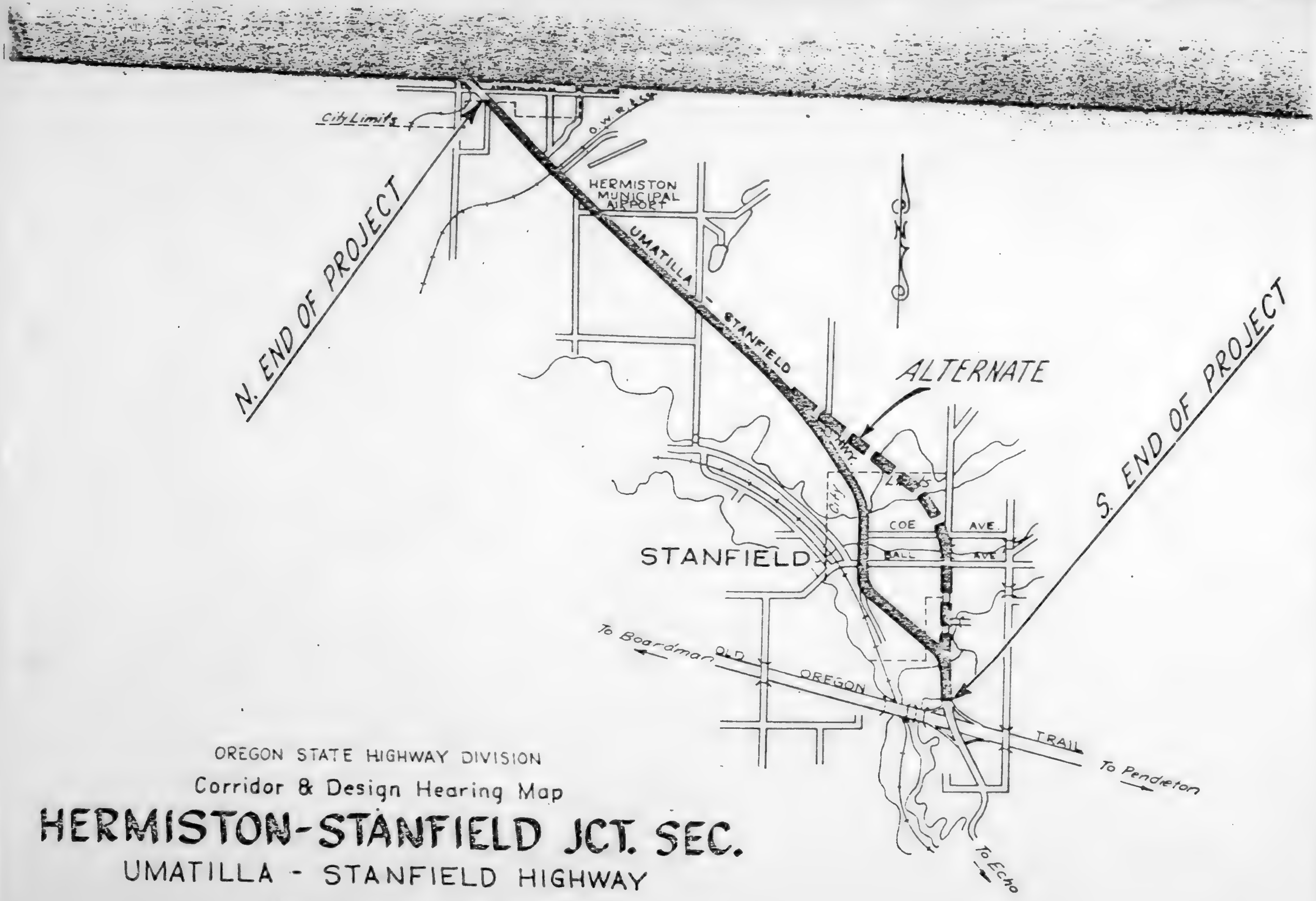
1. Newspaper: Notice of request for approval to BPR ✓ N/A
   [Applicable for location and-or design; publish concurrent with request date]
2. Newspaper: Notice of approval by BPR X N/A
   [Applicable for location and-or design; publish within 10 days from approval date]

Bond Project

[illegible]

OA

[illegible]


City Limits
O.W.R.&N.
HERMISTON MUNICIPAL AIRPORT
N. END OF PROJECT
UMATILLA - STANFIELD HWY.
N
ALTERNATE
S. END OF PROJECT
City
COE AVE.
BALL AVE.
STANFIELD
To Boardman
OLD OREGON TRAIL
To Pendleton
To Echo

OREGON STATE HIGHWAY DIVISION
Corridor & Design Hearing Map

HERMISTON-STANFIELD JCT. SEC.

UMATILLA - STANFIELD HIGHWAY
UMATILLA COUNTY
4-6-72

[illegible]

[illegible] 57-4
Umatilla -
Stanfield
Jp.

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

STATE HIGHWAY BUILDING, SALEM, OREGON 97310

November 18, 1977

The Honorable Charles Huxoll
Mayor of Stanfield
City Hall
Stanfield, OR 97875

Dear Mayor Huxoll:

The Department of Transportation wishes to thank you for your participation in the selection of projects for the Six-Year Improvement Program. Comments presented by you and the Council will result in an easier task for us in preparation of the final program.

Additional lane capacity of US395 (Umatilla-Stanfield Highway) has been of concern for some time and several studies have been made both north and south of Hermiston. We propose to continue the study; however, funds for implementation of construction of additional lanes are not clearly evident in the near future. Improvements in the tentative program have provision for some increased lane capacity such as channelization and climbing lanes.

Our work schedule for this winter includes completing the study and the holding of a hearing on the location at Stanfield. We hope this can be coordinated with your efforts in preparing and adopting your comprehensive plan.

Thank you again for your participation and comments.

Sincerely,

Robert A. Burco
Director of Transportation

RECEIVED
DOT OPERATIONS

NOV 18 '77

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

GCW:jp jv

bc: F. B. Klaboe ✓
E. S. Hunter
J. H. Versteeg
W. E. Schwartz
L. W. Rulien
George Bell
Alan Lightner

[illegible]

ACN 21-4
Umatilla –
Stanfield'
S/P

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

November 17, 1977

City of Stanfield
Stanfield, Oregon

Attention James Dickason, Recorder

Dear Mr. Dickason:

At our Six Year Construction Program Review meeting in Pendleton, there was considerable discussion about the proposed Stanfield Interchange-Hermiston Section of U.S. 395. Some of this discussion centered around whether or not Stanfield was to be bypassed. Stanfield Councilman Frank Alvarez inquired if any bypass discussions would use the bypass proposed at a public hearing held in Stanfield in August, 1972, as a base for discussion. He indicated that the Stanfield City Council would like to discuss any bypass proposal with us before we decided to have a hearing.

If I interpret what Mr. Alvarez said correctly, and if Mr. Alvarez expressed the views of the Council, we would be glad to meet with the Council at a time a place of the Council's choice. As a suggestion, our records indicate your regular meeting night is the second Tuesday of each month; we would be glad to meet with you at your next meeting which should be December 13. If this is not convenient, please select an alternate date.

Sincerely,

Wendell E. Schwartz
Region Engineer

WES:sh

cc H. S. Coulter
L. W. Rulien

RECEIVED
STATE HWY ENGR
NOV 18 '77
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
H.S. COULTER

Form 81-734-3123

54

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
September 16, 1977
Salem, OR 97310

FILE:

send copy to
Terpin 9/19/77
return to

FROM: Cam Gilmour, Project Manager Cam
Bill Wilhelmi, Project Manager Bill

SUBJECT: Hermiston-Stanfield Section
ORE 32
Umatilla County

TO: Memo to the File

also, please send
copy to
Oversteen

The subject section was reviewed on site Monday, September 12, 1977. Those in attendance included Cam Gilmour and Bill Wilhelmi from the Environmental Section and Jim Kennedy and John Hagedorn of Region 5; John is serving as Resident Engineer. The purpose of this field trip was to verify right-of-way information and update air photo mosaics for analysis required in the forthcoming environmental statement. Of particular concern was the nature and extent of right-of-way involvement in relation to project categorization: the environmental assessment categorized the project as 2, but this was subsequently downgraded to 3. The basis for lowering the project category was the apparent lack of significant environmental impacts.

The most recent right-of-way liaison report (December 31, 1975 and January 2, 1976) indicated that four to eight dwelling units would be displaced, the range being determined by whether or not high proximity damage costs would justify displacement. Four businesses would also be displaced. In total, approximately 50.6 acres of land area would be purchased for new right-of-way. About 60 percent (30 acres) consists of agricultural/range acreage, 21 percent (11 acres) residential acreage and 17 percent (9 acres) commercial acreage. Total right-of-way cost was estimated at $420,000 at the beginning of 1976.

Several planned residential subdivisions in the project corridor were identified in the right-of-way report. These subdivisions are now in various stages of development. Some of the new development would encroach upon proposed highway right-of-way, although homes have not yet been built in the vulnerable area. The location of these developments is as follows:

1. Stations 325-335, east side (single family residences)
2. Stations 329-335, west side (multiple family-apartments)
3. Stations 345-354, east and west side (single family residences)
4. Stations 390-405, east and west side (single family residential, apartments)
5. Stations 544-563, west and east side (single family residential, apartments, mobile homes)
6. Stations 566-574, west side (single family residential)

Recent communications with local planning authorities has also revealed that more development, including commercial and industrial, is planned for the corridor. In short, it appears that the entire corridor is rapidly suburbanizing. The potential trip generation (not yet quantified) would make the two-lane facility obsolete in a much shorter period of time than previously contemplated (1990's). This aspect of the project should receive comprehensive study to adequately assess impacts.

There are already a number of residences potentially within the range of noise levels above L_{10} 70 dBA. Continued residential development will sharply increase the number of critical receptors. This adverse impact needs further study, and, hopefully, the results can be used to persuade local governments to implement set-back restrictions. It appears that noise abatement measures would add significantly to project costs, especially if undeveloped residential zones require protection.

The route through Stanfield appears to be hazardous as observed Monday evening, September 12, 1977. Numerous 5-axle trucks speed through the town, making pedestrian circulation unsafe. Existing conditions appear to be insufficient to assure pedestrian safety. A brief talk with a local proprietor revealed that the business community would likely favor a bypass, since truck traffic through town is incompatible with a high quality environment downtown. This opinion of the business community, if true, would be a reversal of the opinion expressed at the corridor/design hearing held in 1972. According to the proprietor, all but one business is now under new ownership. At a minimum it would appear that the bypass should be reassessed for the next hearing, unless compelling reasons for not doing so can be found.

To conclude, it appears that the scope of the subject project has changed greatly since it was last assessed in the winter of 1974-1975. There now appears to be a high potential for significant impacts on the quality of the human environment. This opinion is based on the rapid land development occuring in the corridor, the potential disruption of living units (displacements, noise, safety) and businesses, and the likelihood that traffic service possible with the proposed improvement will fall far short of demand. It appears that it is now time to reasses this project in terms of its environmental impact and ability to accommodate traffic generated from planned growth in the area.

CG:BW:cjh

cc: Gary Potter
George Ramjoue'
Pieter Dykman

1 Versteeg ✓
3 Christensen DOC
George
2 Olsen
Torpin
Sullivan
4 Scott
Savage

RECEIVED
SEP 2 1 1977
ENGINEERING SECTION

Trout
Do Not File ☐
Return To
Bring Up / /
Action

REFERRED TO
Beard Dorn
Cole Sample
✓ Eriksen Z.E. Watson
Hager Leu
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

10,010

54

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 24, 1977

FILE:

Duane O. Christensen

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMORANDUM TO THE FILES

SUBJECT: Hermiston-Stanfield Section
Umatilla-Stanfield Highway
Umatilla County

The proposed 6.4 mile project consists of grading, paving, structures and signing to provide two 12-foot lanes and two 8-foot shoulders. The present ADT is 5,600 with a 1995 project ADT with I-82 of 7,000.

This project is presently slated for funding during the 1979 FY as per the Commission approved modified 6-year program. It is estimated to cost $4,300,000.

A project assessment was completed in January of 1975. According to Gary Potter a negative declaration will now be required on this project along with a noise and cultural resource study. The draft negative declaration will be completed towards the end of November 1977 and the final negative declaration in February 1978. It is anticipated by Location that a design hearing will be required.

Purchase of right-of-way cannot proceed until design approval has been received. All right-of-way descriptions have been written. There is a total of 63 parcels of which five have been negotiated under the hardship category. It is anticipated by the Right-of-Way Section that negotiations will require approximately 24 months to finalize after design approval is received.

Informational road and structure plans have been developed. Section 404 permits will not be required. The Structures Section has submitted information to the railroad for a PUC permit but it has not been obtained as of this date.

Signals and final construction plans and specifications will be completed upon receiving design approval.

DOC:jh

cc: E. S. Hunter
Gary Potter
J. B. Boyd
W. J. Hart
D. H. Moehring
F. E. Terpin
L. E. George
W. E. Schwartz

1	Versteeg ✓
2	Olson
	Christensen
3	Scott
	Swenson
4	Savage
5	Trout

RECEIVED

AUG 24 1977

ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up / /
Other

10,010

54

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 16, 1977

FILE:

FROM: Duane O. Christensen
Final Design Engineer

TO: MEMO TO THE FILES

SUBJECT: Hermiston-Stanfield Section
Umatilla-Stanfield Highway
Umatilla County

The proposed 6.4 mile project consists of grading, paving, structures and signing to provide two 12 foot lanes and two 8 foot shoulders. The present ADT is 5,600 with a 1995 projected ADT with I-82 of 7,000.

This project is presently slated for funding during the 1979 FY as per the Commission approved modified 6 year program. It is estimated to cost $4,300,000.

The environmental impact statement which will require a negative declaration has not been done. A noise and cultural resource study will be required.

Informational road and structure plans have been developed and right-of-way descriptions have been written. Signing, signals and final construction plans will be developed, and right-of-way purchased after design approval is received.

DOC:az

cc: E. S. Hunter
F. E. Terpin
Gary Potter
W. E. Schwartz
F. Eriksen

1 Versteeg ✓
Olson
2 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 16 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

10,010

54

Salem, Oregon
April 1, 1977

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Dale D. Allen
Region Construction Engineer

Hermiston-Stanfield Interchange Sec.
Umatilla-Stanfield Highway
Umatilla County

We need some additional field information on the project.

In accordance with Mr. Schwartz' recommendations we have developed the 96" culvert pedestrian undercrossing at Harding Street in Stanfield. At the location shown on the plan, the footpath on the right side of the highway, at its lowest point will be at elevation 587.0. This low point is about 10-feet in the ground. The cross-sections in this general area, do not show ground elevations low enough to drain the culvert. Please determine if there is low ground in the area that will drain the culvert. The alternative is to move the pedestrian crossing to the north with the 6% grade.

One other problem area is the two accesses left of Sta. 582+50 to 584+50. There is presently enough grade difference that one existing access is off the adjacent street. Will they accept a driveway with perhaps a 15% grade extending into their property 30-feet or so? Should we provide access at about Sta. 584+00$\underline{+}$?

Attached for your use are copies of Sheets 2B and 13, copy of 96" culvert cross-section and one copy of Feed Canal Hydraulic Report.

FE:az
cc: Fred Eriksen

REFERRED TO
____ Beard ____ ____ Reed ____
____ Cole ____ ____ Sample ____
✓ Eriksen F.E. ____ Watson ____
____ Hager ____ ____ Wolfe ____
[✓ Return] Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

___ Versteeg Do
___ Olson ___
___ Christensen ___
___ Scott ___
___ Swenson ___
___ Savage ___
___ Trout ___

RECEIVED
APR 0 1 1977
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ____
Bring Up ___/___/___
Other ____

10,010

54

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
January 4, 1977

FILE:

FROM: Roy A. Horine
Regional Liaison Agent

TO: Verne A. Allen
Regional R/W Supervisor

LA GRANDE

SUBJECT: Stanfield Accesses
Hermiston-Stanfield Junction
Umatilla-Stanfield Highway
Umatilla County

These are the accesses on the ground in Stanfield. I have carefully viewed each property and again must recommend that these be discussed with the property owners before construction.

Since there were no takings and we were only concerned with actual accesses in place, the Regional Engineer did not feel this list needed his approval.

Roy A. Horine

Roy A. Horine
Regional Liaison Agent

RAH/nmb

REFERRED TO

Beard Reed
Cole Sampie
✓ Eriksen 7.E. Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy D
BY FINAL DESIGN ENGINEER

3 Versteeg ✓
Olson
2 Christensen Doc
1 Scott
Swenson
Savage
Trout

RECEIVED
JAN 05 1977
ROAD DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

ACCESS LIST

Hermiston-Stanfield Junction Section
Umatilla-Stanfield Highway
Umatilla County

ILE OR OT NO.	ENG. STA.	SIDE OF HIGHWAY	ACCESS WIDTH	TOP SURFACE	CONST BY	REMARKS
ot 14, Blk 26	582+85	East	35'	16'	State	Highway 4' above grade -- Presently served by frontage road.
ot 10, Blk 26	583+85	East	35'	16'	State	Service entrance for Commercial garage.
ot 14, Blk 25	585+65	East	40'	26'	State	Drive-in restaurant, commercial.
ot 12, Blk 24	588+90	East	40'	26'	State	Former Service Station, check later before construction as to need.
ot 5, Blk 19	589+00	West	40'	26'	State	Commercial business, trucks loading and unloading.
ot 11, Blk 23	591+60	East	40'	26'	State	Super Market parking lot.
ot 7, Blk 20	591+50	West	40'	26'	State	Tavern service entrance.
ot 9, Blk 22	593+90	East	40'	26'	State	Service Station. Station does have access.
ot 11, Blk 22	594+50	East	40'	26'	State	To Taft Street and feel 593+90 not necessary. However is presently using both.
ot 5, Blk 21	594+85	West	35'	16'	State	Residential service.
ot 13, Blk 22	595+00	East	40'	26'	State	Commercial - vacant building.
9149	597+60	East	35'	16'	State	Residential
9150	598+20	East	35'	16'	State	House may be in taking.
ot 3, Blk 36	598+15	West	35'	16'	State	Residential
ot 1, Blk 36	598+50	West	35'	16'	State	Residential

10,010 54

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

LaGrande, Oregon
December 27, 1976
29

Warren E Schwartz

FROM: W. E. Schwartz
Regional Engineer

TO: Duane O. Christensen
Final Design Engineer

S A L E M

SUBJECT: Pedestrian Undercrossing
Hermiston-Stanfield Sect.
Umatilla-Stanfield Hwy.
Umatilla County

Regarding your letter of December 14, 1976 on the above subject and in which you asked my opinion on two alternate designs, the concrete box culvert alternate is beyond what we had in mind and, I am sure, beyond what Stanfield School had in mind. I favor the pipe culvert alternate as being the most satisfactory.

I would like to make a couple of suggestions which should make the design more economical without affecting the utility of the structure. I do not like the approaches to the culvert. I think the structure should be moved northerly and that the approaches should roughly parallel the highway, with a right angle turn into the underpass. This would put the approaches more or less in line with the sidewalk areas that the children normally walk on. It would also eliminate the necessity to construct $10,000 of retaining walls.

Since this facility is provided to protect grade school age children primarily, crossing during normal school hours, I see no need to install illumination. I see this as a potential vandalism problem and serving no useful purpose. If at some future date it becomes apparent that there is a need for illumination, the City of Stanfield should do it as a part of their street lighting program.

REFERRED TO
Beard
Cole
✓ Erikson FE
Hager
Reed
Sample
Watson
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

WES:sh

cc L. E. George
Fred Erikson
John Hagedorn w/attach

1 Versteeg ✓
Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout
1 Copy Erikson

RECEIVED
DEC 29 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

12-29-76
Bud George disagrees with Schwartz comment on illum need. Recommends it be illuminated
Doc

54

Salem, Oregon
December 16, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

Wendell E. Schwartz
Region 5 Engineer

Hermiston-Stanfield Section
Umatilla-Stanfield Highway
Umatilla County

We have completed a drainage design for the north end of the project from S.E. Fourth Street to the Maxwell Canal. The outfall end of our storm system at S.E. Fourth Street will have a discharge of 5 c.f.s. and could be handled with a 15-inch pipe on about a 1% grade.

Referring to Mr. Allen's and Mr. Hagedorn's letters of October 8 and October 5, it appears the installation of an outfall sewer north of Fourth Street to a drainage ditch (about 1,100 feet) would solve our problem. Drainage sumps (drywells) apparently are not satisfactory in this area.

There are two city projects in this area that are on the contract letting schedule for July 28, 1977. They are the S.E. Fourth Street Section, mentioned in Mr. Hagedorn's letter, and the West Highland Avenue Section. See attached sketch map--streets shown hatched. George Wills told me the City was trying for Off-system Funding for the Fourth Street Section and it might be 6 months before that was resolved. It does seem thesepprojects will probably be constructed before our highway project.

If the City is interested, perhaps the sewer outfall line we need could be designed into the Fourth Street Section taking some water from W. Highland Avenue as well.

If the City is not interested and we build the outfall line, we will need additional field data as follows:

1. Proposed outfall line location in the street with ground line profile.

2. Topography on buried utility lines, type of pavements, etc.

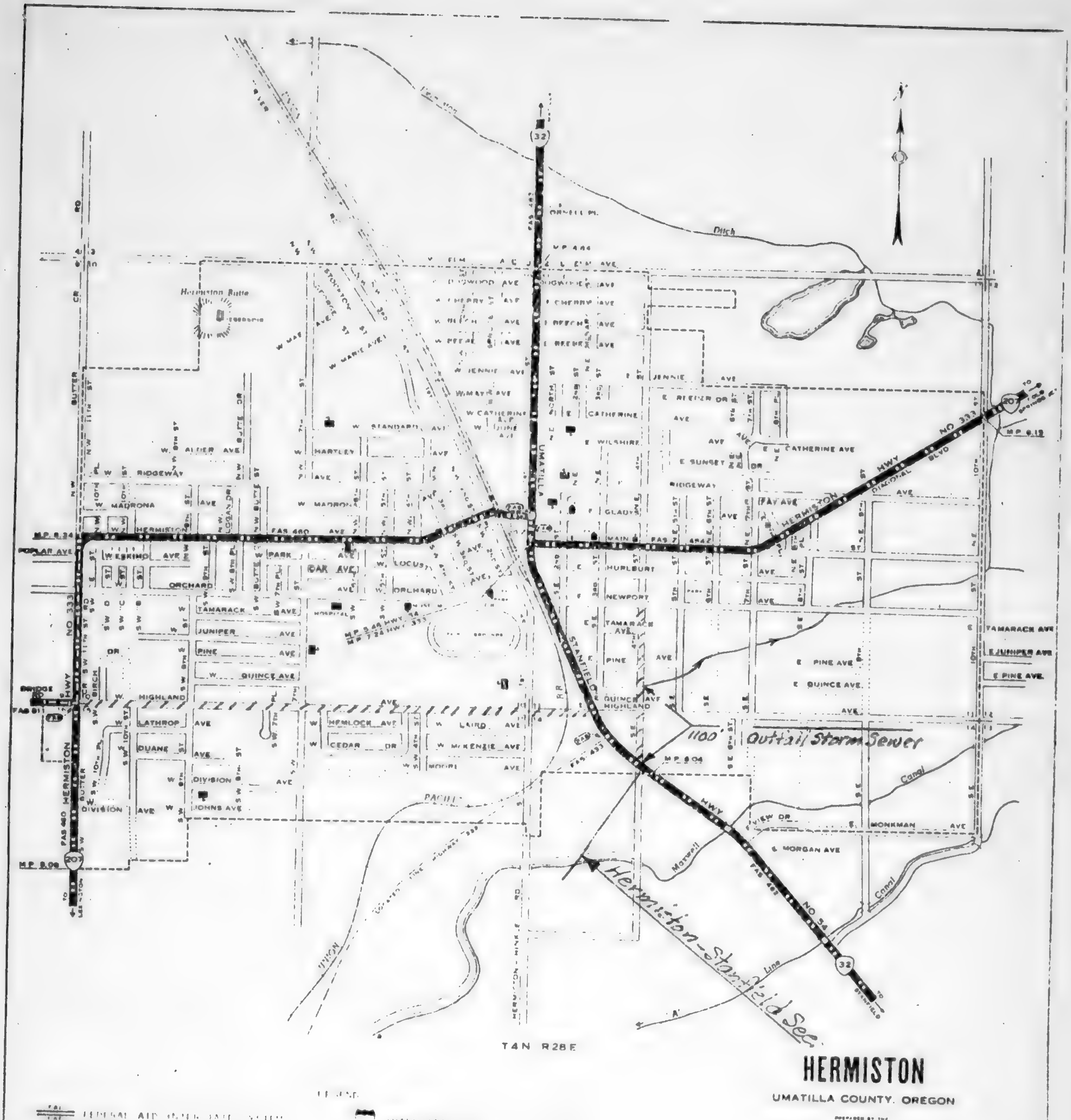
One copy of our storm sewer plan at the Fourth Street Intersection with proposed flowline elevation is attached.

FE:az
Attachments - 2
cc: Fred Eriksen

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
DEC 17 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other



HERMISTON
UMATILLA COUNTY, OREGON
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY
FEDERAL AID SECONDARY
OTHER FEDERAL AID SECONDARY LOCAL
TERMINATION OF F.A. SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
CITY LIMITS
LIBRARY
T4N R28E
N
Hermiston Butte
Ditch
Canal
Maxwell
Outfall Storm Sewer
1100'
Hermiston-Stanfield Sec.
Line
A'
32
207
M.P. 4.84
M.P. 6.12
M.P. 8.34
M.P. 8.04
M.P. 9.06
FAS 460
FAS 481
FAS 483
HWY NO 333
HWY NO 54
HERMISTON HWY
STANFIELD
DIAGONAL BLVD
UMATILLA
BUTTER CR RD
UNION PACIFIC
HERMISTON-HINKLE RD
BRIDGE
HOSPITAL
E ELM AVE
W ELM AVE
DOGWOOD AVE
CHERRY AVE
BEECH AVE
BEEFE AVE
JENNIE AVE
W MAY AVE
W CATHERINE AVE
CATHERINE
E CATHERINE AVE
W STANDARD AVE
E WILSHIRE
W ALDER AVE
W HARTLEY AVE
E SUNSET DR
RIDGEWAY
W ST RIDGEWAY
MADRONA
W MADRONA
GLADYS
FAY AVE
HERMISTON
MAIN
POPLAR AVE
W ESKINO AVE
PARK
OAK AVE
W LOCUST
ORCHARD
W ORCHARD
HURLBURT
NEWPORT
W TAMARACK AVE
TAMARACK AVE
JUNIPER AVE
E JUNIPER AVE
PINE AVE
E PINE AVE
W QUINCE AVE
E QUINCE AVE
QUINCE AVE
W HIGHLAND
HIGHLAND
W LATHROP AVE
W DUANE
W HEMLOCK AVE
CEDAR DR
W LAIRD AVE
W McKENZIE AVE
MOORE
W DIVISION AVE
DIVISION AVE
W JOHNS AVE
VIEW DR
E MONKMAN AVE
E MORGAN AVE
BIRCH
NORTH ST
10th ST
TO STANFIELD
TO LEXINGTON

HERMISTON

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 5,100

Scale in Feet

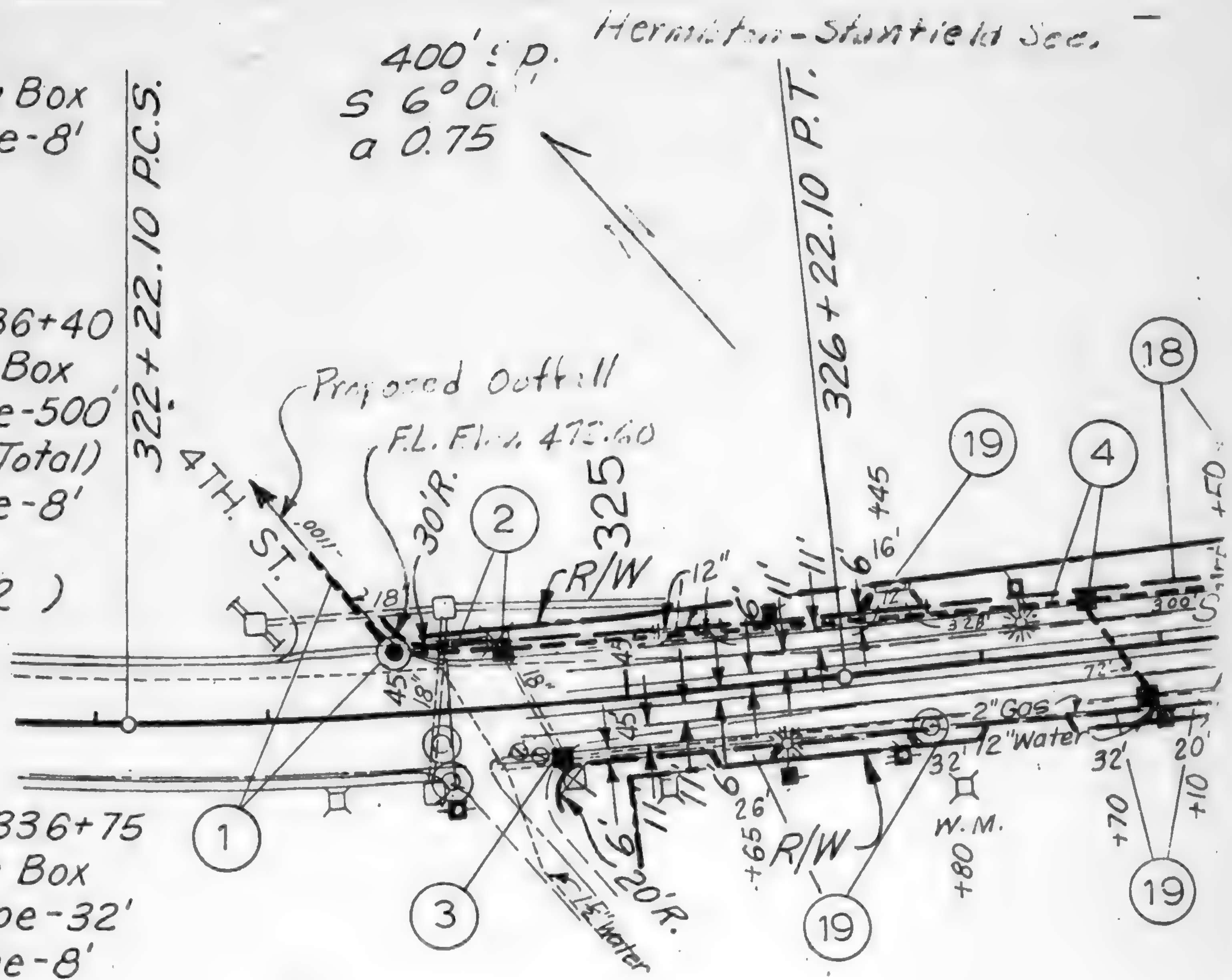
Revised July 1969

40
onc. Diversion Box
rrigation Pipe - 8'
C.Y.

+40 To Sta. 336+40
onc. Diversion Box
rrigation Pipe - 500'
(Total)
rigation Pipe - 8'
20 C.Y.
ails, See Sht. 2)

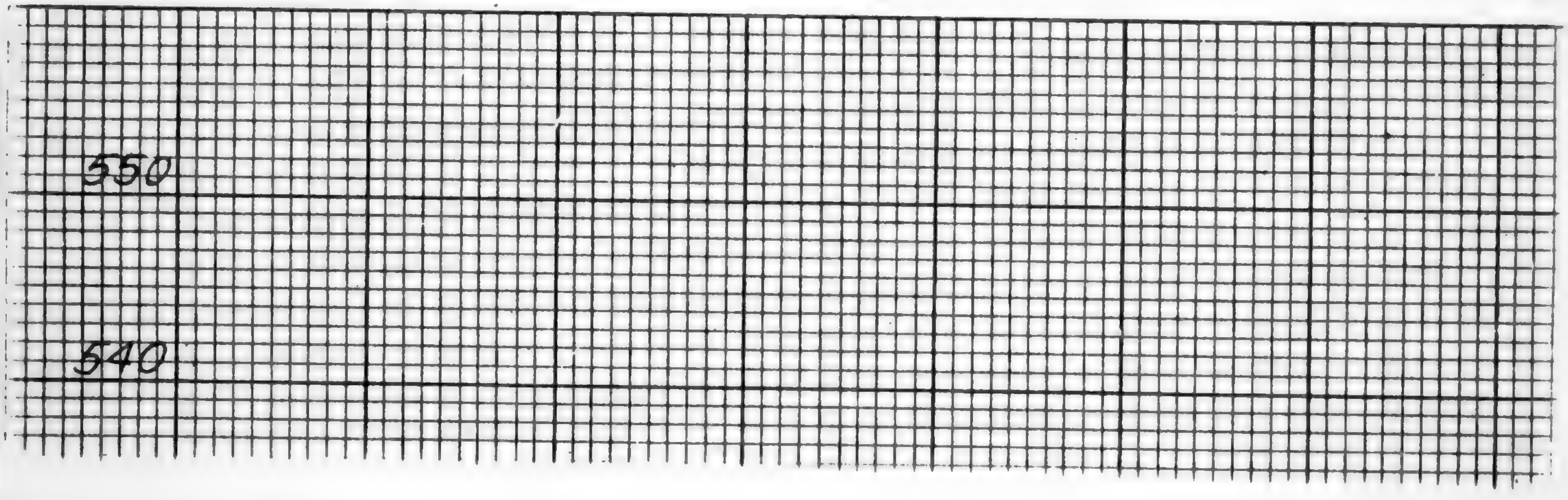
6+40 To Sta. 336+75
onc. Diversion Box
Irrigation Pipe - 32'
rrigation Pipe - 8'
Gate Valve
2 C.Y.
ails, See Sht. 2)

2+00
reet Connection


Hermiston - Stanfield Sec.
400' S.P.
S 6° 00'
a 0.75
322 + 22.10 P.C.S.
326 + 22.10 P.T.
Proposed Outfall
F.L. Elev. 475.60
4TH. ST.
30'R.
325
R/W
12"
11'
6'
+45
16'
18"
45°
2"Gas
12"Water
32'
20'
W.M.
26
+65
+80
+70
+10
+50
20'R.
12" Water
1
2
3
4
18
19

(20) Sta. 331+80 To Sta. 336+80
Remove Extg. Diversion Box
Plug & Abandon Extg. 8", 12" & 18" Irrigation Pi

(21) Sta. 328+85 To Sta. 331+40
Plug & Abandon Extg. 12" Irrigation Pipe



10,010

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
December 14, 1976

Duane O. Christensen
Final Design Engineer

W. E. Schwartz
Region 5 Engineer

Hermiston-Stanfield Junction Section
Umatilla-Stanfield Highway
Umatilla County

We have prepared plans and cost estimates for two solutions to the proposed pedestrian undercrossing in Stanfield. One copy each of plans and estimates is attached.

The installation of a 10' wide by 8'-6" high box culvert would accommodate both bicyclists and pedestrians satisfactorily. The approach gradients we used, 5% maximum, favor the bicyclist. This plan would cost about $53,000 plus required right-of-way.

A minimum pedestrian facility (bicyclists walk through) would be a 96" culvert pipe with a paved invert. This would provide a 5'± walk width and 7' of height. The approach gradient used is a maximum of 7%. This plan would cost about $32,500 plus required right-of-way.

The undercrossing can be drained with appipe, parallel to the highway, to the low area beyond Sta. 576+50 right. A sump would probably not be satisfactory in this area.

Provision for illumination has been included in the estimates.

Please review the plans and estimates and give us your opinion on which one would be acceptable for this location.

FE:az
cc: L. E. George
F. Eriksen

RECEIVED
DEC 15 1976
ROAD DESIGN SECTION

____ Versteeg ____
____ Olson ____
____ Christensen ____
____ Scott ____
____ Swenson ____
____ Savage ____
____ ____
____

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To ____
Bring Up ____/____/____
Other ____

10,010 54

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE December 3, 1976

TO James H. Versteeg
Road Design Engineer

FROM John R. Oakes
John R. Oakes
Assistant R/W Engineer

SUBJECT ACCESS POINTS
Hermiston-Stanfield Jct. Section
Umatilla-Stanfield Highway
Umatilla County

Attached is a copy of a list of road approach locations which will be the basis for appraisal and negotiation on the subject project. This list is being forwarded for whatever use it might be. We will attempt to translate the list into actuality by option agreements.

You will still receive the usual E-300 Form covering option obligations, and any variance from the attached list will appear on the form.

JRO:ha

3 Versteeg ✓
Olson
2 Christensen
1 Scott
Swenson
Savage
Trout

RECEIVED
DEC 06 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File ☐
Return To
Bring Up
Other

REFERRED TO
Beard Reed
Cole Sample
✓ Eriksen JE Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

ACCESS LIST

11/16/76

Hermiston-Stanfield junction Section
Umatilla-Stanfield Highway
Umatilla County

ILE NO.	NAME	ENG. STA.	SIDE OF HIGHWAY	ACCESS WIDTH	TOP SURFACE	CONST BY	REMARKS
49266	Rohrman	✓ Complete Access Control					Has access to 4th St.
49270	Moyer	✓325+65	West	35'	26'	State	Motel, commercial use
49267	Fall	✓326+45	East	35'	16'	State	Residential use
		✓330+40	East	35'	26'	Grantor	Proposed Service Station Site
49271	Boresek	✓326+80	West	40'	32'	State	Service Station, large Trucks Traffic
		✓327+70	West	40'	32'	State	
9272	Harrell	✓328+10	West	35'	20'	State	Zoned commercial, presently electrical business
49273	Vickers	✓330+10	West	35'	26'	State	Apartments
49268	Hall	✓331+80	East	35'	26'	State	Used by 3 property owners
		(Access control taken under File 2340 for private residential use only)					
49269	Edmiston	✓Complete Access Control					Same access as File 49268
49274	Wheelhouse	✓332+75	West	35'	26'	State	Apartment Complex
		(Access control taken under File 2339 for private residential use only)					
49279	Kosmos	✓337+50	West	35'	16'	State	Access for city water
		✓339+00	West	35'	26'	State	Commercial Development
49275	Lanham	✓ Complete Access Control					Access via Eastview Dr.
		(NOTE: Access at 339+35 according to File 22663 is now a city street)					
49276	DesJardins	✓Complete Access Control					
		(According to File 22663 the State is obligated to access property for private residential use only). State to acquire reservation.					
49277	Sherrell	✓ 342+30	East	35'	16'	State	Provides access to pasture
49278	Malm	✓ 352+65	East	40'	32'	State	Industrial Park Development
		✓354+70	East	35'	26'	State	Feed Canal
49281	Hadley	~~354+40~~	~~West~~	~~35'~~	~~26'~~	~~State~~	Serves frontage road an
		~~362+90~~	~~West~~	~~35'~~	~~26'~~	~~State~~	feed canal (Sta 354+40
		→ Access allowed to Frontage Road					Also serves cemetery

ACCESS LIST

Hermiston-Stanfield junction Section
Umatilla-Stanfield Highway
Umatilla County

ILE NO.	NAME	ENG. STA.	SIDE OF HIGHWAY	ACCESS WIDTH	TOP SURFACE	CONST BY	REMARKS
9280	Gourmet Foods	✓ 352+65	East	35'	26'	State	Dual Access with File No. 49278
9282	Parks	✓ 370+40	East	35'	16'	State	Ditch Rider Road
		✓ 370+55	West	35'	16'	State	Ditch Rider Road
9130(a)	Thompson, C/P	✓ 382+00	East	35'	26'	State	Produce Market
9130(b)	Able	✓ 385+35	East	35'	16'	State	Residence
9130(c)	Stefenides	✓ Complete Access Control					Access via S. Airport Road
9131	Lanham	✓ 383+60	West	35'	20'	State	Existing Circular Drive
		✓ 384+90	West	35'	20'	State	
9132	Campbell	✓ 392+55	West	35'	20'	State	Farm Equipment Rental Outlet
9133	Culp	✓ Complete Access Control					Access via S. Airport Road
9134	Campbell, Inc.	★ Additional access to be granted at no fee when owner presents State with approved plan from Planning Commission.					Vacant
9135	Campbell, C/P	★ Same as above -- File No. 49134					Vacant
9136	Rohde	✓ 399+48	East	35'	26'	State	Existing Frontage Rd.
		✓ 415+40	East	35'	26'	State	
9137	Cruikshank	★ Accesses to be granted at no fee when owner presents State with approved plan from Planning Commission.					Vacant
9138	Mann	★ Accesses to be granted at no fee when owner presents State with approved plan from Planning Commission.					Vacant
9139	Loyalta, Inc	✓ Complete Access Control					Access via County Road
9140	Zastrow	✓ 461+00	West	35'	20'	Grantor	Pasture
9141	Basford	✓ 465+50	West	35'	20'	Grantor	Farm Use
9121	Bard	✓ Complete Access Control					Access via County Road

ACCESS LIST

Hermiston-Stanfield junction Section
Umatilla-Stanfield Highway
Umatilla County

FILE NO.	NAME	ENG. STA.	SIDE OF HIGHWAY	ACCESS WIDTH	TOP SURFACE	CONST BY	REMARKS
49142	OWR&N	☆ Accesses to be granted at no fee when owner presents State with approved plan from Planning Commission.					Vacant
49143	Loyalta, Inc	☆ Accesses to be granted at no fee when owner presents State with approved plan from Planning Commission.					Vacant
49116	Stork	☆ Accesses to be granted at no fee when owner presents State with approved plan from Planning Commission.					Vacant
49117	Harmon	✓ 543+70	West	35'	20'	State	Farm Land
49000	Harmon	★ Accesses to be granted at no fee when owner presents State with approved plan from Planning Commission.					Vacant
49118	Stanfield School Dist	✓ 546+60	West	35'	20'	State	Vacant Land
49119	Whitesell	✓ 557+15	West	35'	20'	State	Vacant Land
49120	Bounds	✓ 562+20	West	35'	20'	State	Vacant Land
9330	Dixson ~~Stanfield Irri. Dist.~~	565+38 566+00	West East	35' 35'	16' 16'	State State	Ditch Rider Road Ditch Rider Road
49122	Winger	✓ Complete Access Control					Access via Harding St.
49123	Otzenberger	~~Complete Access Control~~					Access via Harding St. Plus Ditch Rider Rd.
49124	Eastland Co.	No Control Access via City Streets					Vacant -- Commercial
49125	Ceans, C/P	No Control Access via City Streets					Residential -- Commercia
49126	Swanton Investment	No Control Access via City Streets					Vacant -- Commercial
49148	Pickering	No Control Access via City Streets					Trailer Court
49149	Huxoll	No Control ~~Station not available.~~ Present access to be re-established in place.					
49150	Orr	Access will be re-established in place.					
49151	Harris	Complete Access Control South of Ball Ave.					Access via Ball Ave.
49152	Guderian	✓ Complete Access Control					Access via Main Street

Page 4 -- Continued

ACCESS LIST

Hermiston-Stanfield junction Section
Umatilla-Stanfield Highway
Umatilla County

FILE NO.	NAME	ENG. STA.	SIDE OF HIGHWAY	ACCESS WIDTH	TOP SURFACE	CONST BY	REMARKS
49153	Edmonds	✓ Complete Access Control					Access via Main Street
49154	Long	✓ Complete Access Control					Access via City Streets
49156	Carrico	✓ Complete Access Control					Access via City Streets
49158	Ohngren	✓ Complete Control of Access					Access via City Street
49157	Overton Campbell, C/P	✓ Complete Access Control					Access via City Street
49159	Herrick Est.	✓ 624+00	West	35'	20'	State	Farm Use
		✓ 624+00	East	35'	20'	State	Farm Use
		✓ 632+60	East	35'	20'	State	Farm Use
		✓ 632+60	West	35'	20'	State	Farm Use
49160	Siebel Bros.	✓ 641+20	West	35'	26'	State	Heavy Farm Equipment Use
49260	Mayes	✓ 643+50	West	35'	20'	State	Farm Use
		~~644+35~~	~~West~~	~~35'~~	~~26'~~	~~State~~	~~Farm Use & Canal Rider~~
49161	Wallis	✓ 640+20	East	35'	16'	State	Residential Use
		✓ 643+85	East	35'	16'	State	Ditch Rider Road
49261	Lampkin	✓ 644+35	West	35'	26'	State	Heavy Equipment and serves two roads -- Also joins w/File 49260
49262	Hudemann	✓ 644+45	East	35'	20'	State	Serves USRS Feed Canal
		✓ 654+05	East	35'	26'	State	Heavy Farm Equipment
49263	McMillan	✓ 650+35	West	35'	16'	State	Residential Use
49264	Deardorff	✓ 658+35	West	35'	26'	State	Heavy Farm Equipment

ASSUMPTION: Ditch rider roads for the Furnish Canal, located at Stations 659+80 (West and 659+65 (East) will be re-established in place.

APPROVED BY *
Road Design

APPROVED:
W. E. SCHWARTZ, Regional Engineer

APPROVED BY
crp/ Right of Way Engineer

* Subject to supplemental list covering undetermined accesses. (Files 49134, 49135, 49137, 49138, 49142, 49143, 49116 and 49000.)

APPROVED BY
Asst. State H/W Engineer

[illegible]

[illegible] Umatilla [illegible]

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
November 16, 1976

FILE:

FROM: Roy A. Horine and
E. Thomas Martin III
Right of Way Agents

TO:
J. B. Boyd
Right of Way Engineer

SALEM

SUBJECT: Access List
Hermiston-Stanfield Jct. Section
Umatilla-Stanfield Highway
Umatilla County

Attention: John Oakes
Assistant R/W Engineer

Attached please find the answers to questions posed in your correspondence dated October 20, 1976 and a new access determination list.

Roy A Horine
ROY A. HORINE
Right of Way Agent

E. Thomas Martin III
E. THOMAS MARTIN III
Right of Way Agent

RIGHT OF WAY SECTION
RECEIVED
DEC 1 1976
☐ RE ☐ ARE ☐ ARA ☐ FS ☐ CA ☐ RS
☐ ☐ ☐ ☐ ☐ ☐ FAO

12-3-76
Original returned
to Boyd

RAH/ETM/crp
attachment

cc: W. E. Schwartz
John Hagedorn

3 Versteeg
Olson
2 [illegible]
1 [illegible]
[illegible]

RECEIVED
NOV 17 1976
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

Hermiston-Stanfield Junction Sec
Umatilla-Stanfield Highway
Umatilla County

The questions to which we are addressing this correspondence are numbered in red on the attached letter from John Oakes. We have attempted to satisfy the elements of the access list which have not met the standards desired by the Design Section.

1. In all affected files, "NONE" has been changed to "COMPLETE ACCESS CONTROL."

    1-a. See new access list, File #49281. The access point has been changed to indicate the point where the access joins the frontage road at the new right of way line.

2. It is our intent to comply with the proposal and negotiate on this basis.

3. The irrigation line cannot be justified; therefore neither a bubble valve nor a permanent easement will be required. Thus, access at Station 342+30 (East) is acceptable.

4. The access points for the "Feed Canal" are listed under File #49282 on the new access list.

5. Access points for Files 49134, 49135 and 49139 may be found on the attached new access list. The asteriks following Files 49137 and 49138 represent that considerations for access points by the grantors must be in the future. Development plans are presently too vague to identify the access locations necessary to adequately serve these properties.

6. Our understanding is that access is not to be controlled within the city limits of Stanfield and that the existing approaches will be re-established in place. If so, all existing access points between Stations 566+00 and 607+50 will be unchanged.

7. We have changed the access point for File 49117 to reflect the recommendation.

8. It is difficult to determine, at this time, the desires of the grantor. This property lies within the city limits of Stanfield where access is not controll The grantor indicated that Station 571+00 would be his choice of location for the access. However, the terrain does not lend itself to a safe and practical location for the access. Station 566+00 will not be satisfactory because it i too far northerly to accomodate the grantor's plans for the use of the propert

9. We have changed the access at Station 632+80 (East) to 632+60 (East); this reflects the existing approach location. We have changed the access at 632+80 (West) to 632+40 (West); this change was to avoid any interference with the ex ing irrigation line at Station 632+60.

10. The access for the irrigation district, to be covered under File #49330, are listed under our Files 49260 and 49261 on the West side. Additional access fo the irrigation district, on the East side, is listed under Files 49161 and 492 This is based on information available to this office at this time.

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

Martin
See me on this

…E A. ALL…

DATE October 20, 1976

TO Verne A. Allen ✓
Regional R/W Supervisor

John R Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT ACCESS LIST
Hermiston-Stanfield Junction Section
Umatilla-Stanfield Highway
Umatilla County

I am returning the access list for the signature of the Regional Engineer and, if possible, the Resident Engineer.

In addition, I would like to call your attention to additional questions that have been raised by our Design Section:

1 In a number of places on the list the word 'none' is shown under Engineering Station. It appears that most of these should have been 'complete control'. Under file 49281 we would like to have the proposed approach station to the frontage road.

2 The access at 331+80 east for 49268 is supposed to be used by three property owners. Before you complete the negotiation for this property, please be sure that the owner of 49269 agrees to a joint access as this station would intersect his property line. If no agreement is reached, move the station on 49268 back on line to a position to where the width does not interfere with the common property line and determine the proper access point for 49269.

3 Under file 49277, 342+30 interfers with a proposed irrigation bubble value. Please check to see if it is at all possible to move it ahead on line.

4 On file 49282 show the access points that you presently show for "feed canal".

5 There are a number of files on which the access control is not shown. These are 49130, 49134, 49135, 49137, 49138, and 49139. Please determine what the access control on these files should be.

6 - On 49149 we do not believe that access control is necessary with a 50-foot frontage. However, check this with the Regional Engineer.

7. K On file 49117 you show the access as 544+10. This access at the right-of-way line would intersect the property line between this and the adjoining property. We recommend station 543+70 as being the closest to the existing driveway.

8 [illegible] On file 49123 we believe the access point should be at 566+00 as the access at 571+00 is not safe due to the grade on the highway.

9 +60 On file 49159 the access shown as 632+80 on the east side is not at the location of the existing driveway. Please check.

10 The access you show for the irrigation district will presently be covered under file 49330-Dixson.

Please resolve these differences and resubmit the access list with at least the Regional Engineer's approval.

JRO:ha
Att.

ACCESS LIST

11/16/76

Hermiston-Stanfield junction Section
Umatilla-Stanfield Highway
Umatilla County

FILE NO.	NAME	ENG. STA.	SIDE OF HIGHWAY	ACCESS WIDTH	TOP SURFACE	CONST BY	REMARKS
49266	Rohrman	✓Complete Access Control					Has access to 4th St.
49270	Moyer	✓325+65	West	35'	26'	State	Motel, commercial use
49267	Fall	✓326+45	East	35'	16'	State	Residential use
		✓330+40	East	35'	26'	Grantor	Proposed Service Station Site
49271	Boresek	✓326+80	West	40'	32'	State	Service Station, large Trucks Traffic
		✓327+70	West	40'	32'	State	
49272	Harrell	✓328+10	West	35'	20'	State	Zoned commercial, presently electrical business
49273	Vickers	✓330+10	West	35'	26'	State	Apartments
49268	Hall	✓331+80	East	35'	26'	State	Used by 3 property owners
		(Access control taken under File 2340 for private residential use only					
49269	Edmiston	✓Complete Access Control					Same access as File 49268
49274	Wheelhouse	✓332+75	West	35'	26'	State	Apartment Complex
		(Access control taken under File 2339 for private residential use only					
49279	Kosmos	✓337+50	West	35'	16'	State	Access for city water
		✓339+00	West	35'	26'	State	Commercial Developmen
49275	Lanham	✓Complete Access Control					Access via Eastview D
		(NOTE: Access at 339+35 according to File 22663 is now a city street)					
49276	DesJardins	✓Complete Access Control					
		(According to File 22663 the State is obligated to access property for private residential use only). State to acquire reservation.					
49277	Sherrell	✓342+30	East	35'	16'	State	Provides access to pa ture
49278	Malm	✓352+65	East	40'	32'	State	Industrial Park Devel ment
		✓354+70	East	35'	26'	State	Feed Canal
49281	Hadley	~~354+40~~	~~West~~	~~35'~~	~~26'~~	~~State~~	Serves frontage road feed canal (Sta 354
		~~362+90~~	~~West~~	~~35'~~	~~26'~~	~~State~~	
		→ Access allowed to Frontage Road					Also serves cemetery

Page 2 -- Continued

ACCESS LIST

Hermiston-Stanfield junction Section
Umatilla-Stanfield Highway
Umatilla County

FILE NO.	NAME	ENG. STA.	SIDE OF HIGHWAY	ACCESS WIDTH	TOP SURFACE	CONST BY	REMARKS
49280	Gourmet Foods	✓ 352+65	East	35'	26'	State	Dual Access with File No. 49278
49282	Parks	✓ 370+40	East	35'	16'	State	Ditch Rider Road
		✓ 370+55	West	35'	16'	State	Ditch Rider Road
49130(a)	Thompson, C/P	✓ 382+00	East	35'	26'	State	Produce Market
49130(b)	Able	✓ 385+35	East	35'	16'	State	Residence
49130(c)	Stefenides	✓ Complete Access Control					Access via S. Airport Road
49131	Lanham	✓ 383+60	West	35'	20'	State	Existing Circular Drive
		✓ 384+90	West	35'	20'	State	
49132	Campbell	✓ 392+55	West	35'	20'	State	Farm Equipment Rental Outlet
49133	Culp	✓ Complete Access Control					Access via S. Airport Road
49134	Campbell, Inc.	★ Additional access to be granted at no fee when owner presents State with approved plan from Planning Commission.					Vacant
49135	Campbell, C/P	★ Same as above -- File No. 49134					Vacant
49136	Rohde	✓ 399+48	East	35'	26'	State	Existing Frontage Rd.
		✓ 415+40	East	35'	26'	State	
49137	Cruikshank	★ Accesses to be granted at no fee when owner presents State with approved plan from Planning Commission.					Vacant
49138	Mann	★ Accesses to be granted at no fee when owner presents State with approved plan from Planning Commission.					Vacant
49139	Loyalta, Inc	✓ Complete Access Control					Access via County Road
49140	Zastrow	✓ 461+00	West	35'	20'	Grantor	Pasture
49141	Basford	✓ 465+50	West	35'	20'	Grantor	Farm Use
49121	Bard	✓ Complete Access Control					Access via County Road

Page 3 -- Continued

ACCESS LIST

Hermiston-Stanfield junction Section
Umatilla-Stanfield Highway
Umatilla County

FILE NO.	NAME		ENG. STA.	SIDE OF HIGHWAY	ACCESS WIDTH	TOP SURFACE	CONST BY	REMARKS
49142	OWR&N	★	Accesses to be granted at no fee when owner presents State with approved plan from Planning Commission.					Vacant
49143	Loyalta, Inc	★	Accesses to be granted at no fee when owner presents State with approved plan from Planning Commission.					Vacant
49116	Stork	★	Accesses to be granted at no fee when owner presents State with approved plan from Planning Commission.					Vacant
49117	Harmon	✓	543+70	West	35'	20'	State	Farm Land
49000	Harmon	★	Accesses to be granted at no fee when owner presents State with approved plan from Planning Commission.					Vacant
49118	Stanfield School Dist	✓	546+60	West	35'	20'	State	Vacant Land
49119	Whitesell	✓	557+15	West	35'	20'	State	Vacant Land
49120	Bounds	✓	562+20	West	35'	20'	State	Vacant Land
[illegible]	[illegible] ~~Stanfield Irri. Dist.~~		565+38	West	35'	16'	State	Ditch Rider Road
			566+00	East	35'	16'	State	Ditch Rider Road
49122	Winger	✓	Complete Access Control					Access via Harding St
49123	Otzenberger		~~Complete Access Control~~					Access via Harding St [illegible]
49124	Eastland Co.		No Control Access via City Streets					Vacant -- Commercial
49125	Ceans, C/P		No Control Access via City Streets					Residential -- Commer
49126	Swanton Investment		No Control Access via City Streets					Vacant -- Commercial
49148	Pickering		No Control Access via City Streets					Trailer Court
49149	Huxoll		No Control ~~Station not available.~~ Present access to be re-established in place.					
49150	Orr		No Control Access will be re-established in place.					
49151	Harris		Complete Access Control South of Ball Ave.					Access via Ball Ave.
49152	Guderian	✓	Complete Access Control					Access via Main Stree

Page 4 -- Continued

ACCESS LIST

Hermiston-Stanfield junction Section
Umatilla-Stanfield Highway
Umatilla County

FILE NO.	NAME	ENG. STA.	SIDE OF HIGHWAY	ACCESS WIDTH	TOP SURFACE	CONST BY	REMARKS
49153	Edmonds	✓ Complete Access Control					Access via Main Street
49154	Long	✓ Complete Access Control					Access via City Street
49156	Carrico	✓ Complete Access Control					Access via City Street
49158	Ohngren	✓ Complete Control of Access					Access via City Street
49157	Overton Campbell, C/P	✓ Complete Access Control					Access via City Street
49159	Herrick Est.	✓ 624+00	West	35'	20'	State	Farm Use
		✓ 624+00	East	35'	20'	State	Farm Use
		✓ 632+60	East	35'	20'	State	Farm Use
		✓ 632+60	West	35'	20'	State	Farm Use
49160	Siebel Bros.	✓ 641+20	West	35'	26'	State	Heavy Farm Equipment
49260	Mayes	✓ 643+50	West	35'	20'	State	Farm Use
		~~644+35~~	~~West~~	~~35'~~	~~26'~~	~~State~~	~~Farm Use & Canal Rider~~
49161	Wallis	✓ 640+20	East	35'	16'	State	Residential Use
		✓ 643+85	East	35'	16'	State	Ditch Rider Road
49261	Lampkin	✓ 644+35	West	35'	26'	State	Heavy Equipment and serves two roads -- Also joins w/File 4926
49262	Hudemann	✓ 644+45	East	35'	20'	State	Serves USRS Feed Canal
		✓ 654+05	East	35'	26'	State	Heavy Farm Equipment
49263	McMillan	✓ 650+35	West	35'	16'	State	Residential Use
49264	Deardorff	✓ 658+35	West	35'	26'	State	Heavy Farm Equipment

ASSUMPTION: Ditch rider roads for the Furnish Canal, located at Stations 659+80 (We and 659+65 (East) will be re-established in place.

APPROVED BY *
Road Design

APPROVED:
W. E. SCHWARTZ, Regional Engineer

APPROVED BY
crp/ Right of Way Engineer

★ Subject to supplemental list covering undetermined accesses. (Files 49134, 49135, 49137, 49138, 49142, 49143, 49116 and 49000.)

APPROVED BY
Asst. State H/W Engineer

10,010

54

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon

October 8, 1976

FILE:

FROM: Dale D. Allen
Regional Construction Engineer

D Allen

SUBJECT: Hermiston-Stanfield Section
Storm Drainage System

TO: Duane Christensen
Final Design Engineer

SALEM

Your September 27 letter asked for additional information on the feasibility of installing drainage sumps (dry wells) for the catch inlets on the above project. We have reviewed the problem and recommend that standard catch inlets and drainage culverts be installed. This will require approximately 1,100 feet of outfall pipe from the State Highway to a drainage ditch just north of Highland Avenue.

If your section concurs on such a design, we will have our Utility Engineer contact the City of Hermiston to see if they wish to have the pipe increased in size to accommodate their proposed improvement of S. E. Fourth Avenue.

DDA/dlm
Attachments

cc: Red Gerlach
J. R. Hagedorn

1 Vorsteeg 1
Olson
2 Christensen Dor
Scott
3 Swenson LH
Savage
Trout

RECEIVED
OCT 11 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Beard
Cole
✓ Eriksen FE
Hager
Reed
Sample
Watson
Wolfe
[✓ Return] [✓ Discuss] Do File Copy Due
BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
McNary
October 5, 1976

FILE: info cy Tony

JRHagedorn

FROM: J. R. Hagedorn
Pes. Engr.

SUBJECT: Hermiston-Stanfield Sect.
Storm sewer system

TO: Dale Allen
Region Const. Engr.

As per your note on the attached letter, I have checked with the City of Hermiston this date.

The City Engr. told me that the water table in the vicinity of our porposed sumps (Sta. 324 and 330) is relatively high. He also stated that some of the City sumps don't work too well. He also said that they do not take tests of any kind. They merely dig a hole 10' square and 5' deep and fill with river run gravel.

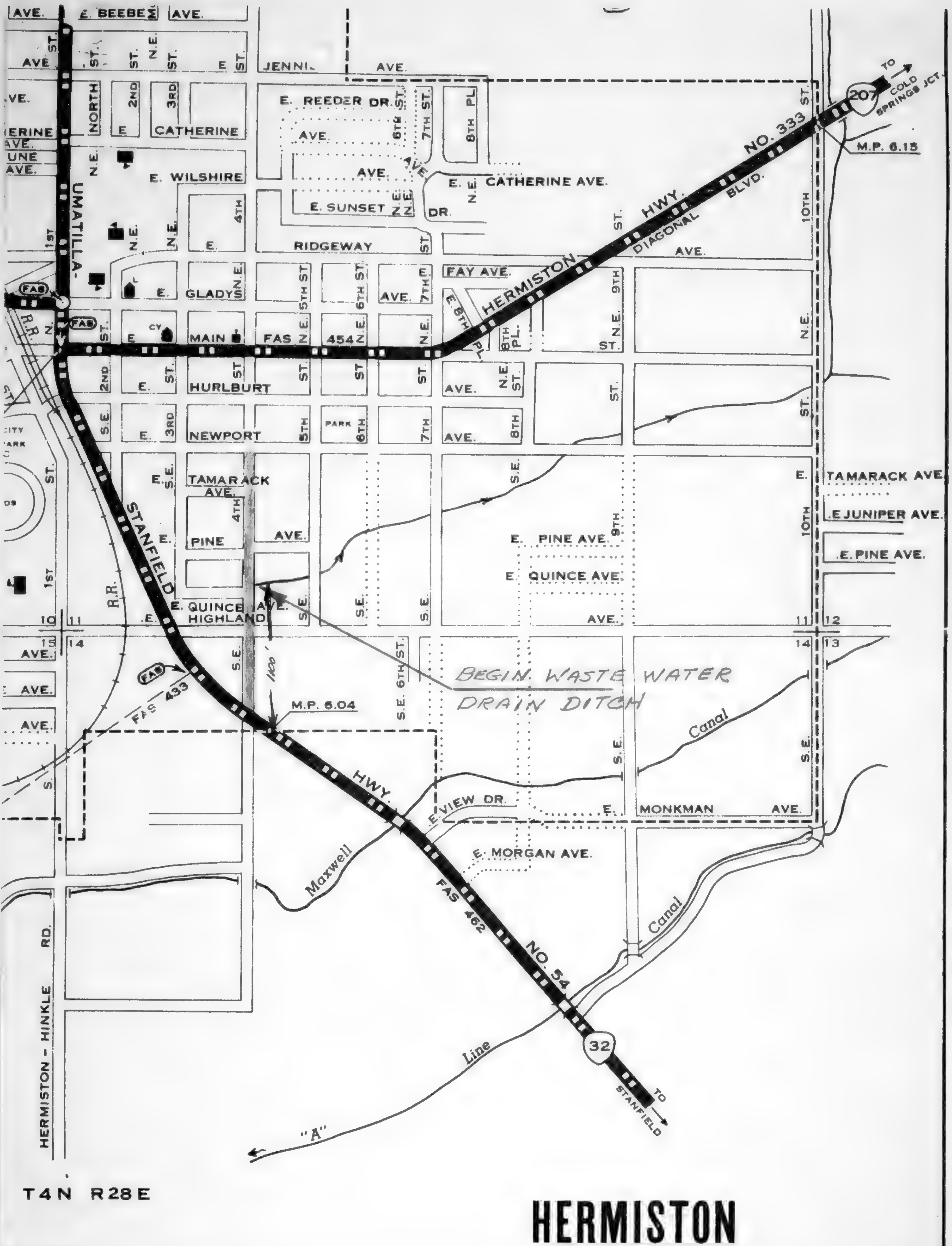
I read in the local paper the other day that funds have been approved for the City to reconstruct S.E. 4th Street from Hwy. 395 to Newport Ave., the area shown in orange on the attached sketch map. Mr. Tom Harper, City Managed, informed me that he anticipated that construction will take place in the summer of 1977.

Please note that on the sketch map the waste water ditch begins approximately 1,100 feet north of Hwy. 395. I recommend that we eliminate the sumps and terminate our storm sewer at the waste water ditch. Mr. Harper stated that the City planned to carry the water from Hwy. 395 to the ditch via the gutters. I believe that if we did elect to run our storm sewer into the ditch, the City should somehow participate in the cost because of the obvious benefits to them.

At this writing, the City has not done any design work on S.E. 4th, but it appears that it would require 8 or 9 inlets and the 1,100 feet of sewer pipe.

If we go to the sumps, I think we should make a thorough investigation as to their feasability.

In light of the above, I don't see how I could recommend sump size without an investigation.



AVE.
E. BEEBE
AVE.
JENNI
AVE.
E. REEDER DR.
CATHERINE
E. WILSHIRE
E. CATHERINE AVE.
E. SUNSET
DR.
RIDGEWAY
AVE.
FAY AVE.
E. GLADYS
AVE.
MAIN
FAS 454
HURLBURT
AVE.
NEWPORT
AVE.
TAMARACK AVE.
E. TAMARACK AVE.
E. JUNIPER AVE.
E. PINE AVE.
E. PINE
E. QUINCE AVE.
E. QUINCE AVE.
E. HIGHLAND AVE.
E. VIEW DR.
E. MONKMAN AVE.
E. MORGAN AVE.
UMATILLA
STANFIELD HWY.
HERMISTON HWY. NO. 333
DIAGONAL BLVD.
FAS 433
FAS 462
NO. 54
207
TO COLD SPRINGS JCT.
M.P. 6.15
M.P. 6.04
32
TO STANFIELD
Maxwell
Canal
"A" Line
R.R.
CITY PARK
HERMISTON - HINKLE RD.
10 11
15 14
11 12
14 13
NORTH
2ND
3RD
4TH
5TH
6TH
7TH
8TH
9TH
10TH
PARK
8TH PL.

1100'

BEGIN WASTE WATER
DRAIN DITCH

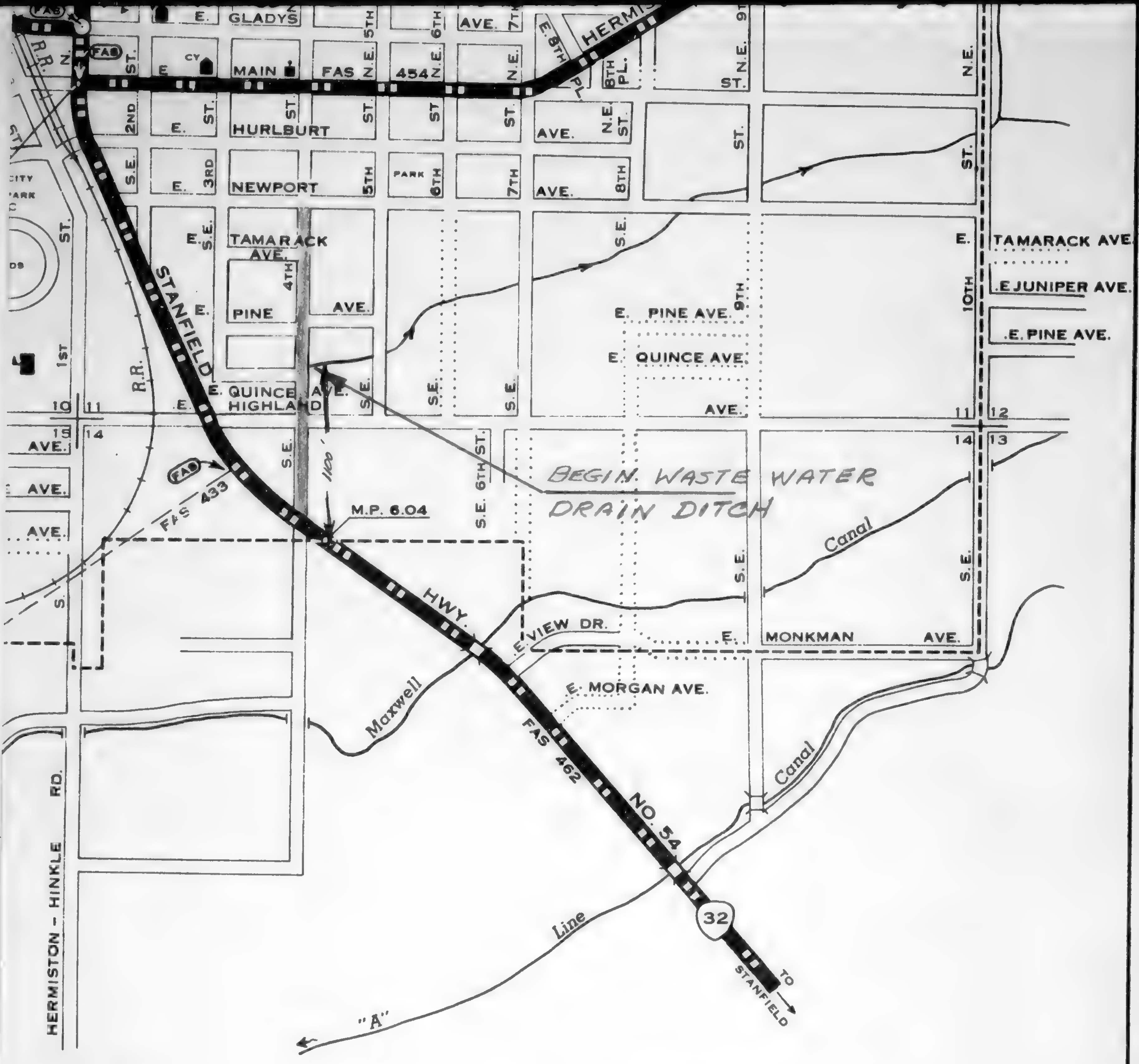
T4N R28E

HERMISTON

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

ERED ROUTE (FAI)



GLADYS
MAIN
FAS 454
HERMISTON
HURLBURT
NEWPORT
TAMARACK AVE.
PINE AVE.
QUINCE AVE.
HIGHLAND AVE.
E. TAMARACK AVE.
E. JUNIPER AVE.
E. PINE AVE.
E. QUINCE AVE.
E. MONKMAN AVE.
E. MORGAN AVE.
E. VIEW DR.
STANFIELD HWY.
FAS 462
NO. 54
32
TO STANFIELD
FAS 433
M.P. 6.04
1100'
Canal
Maxwell
"A" Line
HERMISTON - HINKLE RD.
R.R.
CITY PARK
10 11
15 14
11 12
14 13

BEGIN WASTE WATER DRAIN DITCH

T4N R28E

HERMISTON

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 5,300

Scale in Feet

400 0 400 800

Revised July 1969

ERED ROUTE (FAI)
UTE
ROUTE

☗	PUBLIC BLDG.
CY	CITY HALL
CT	COURT HOUSE
A	ARMORY
L	LIBRARY

10,010

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
October 7, 1976

FILE:

FROM: W. E. Schwartz
Regional Engineer

TO: J. H. Versteeg
Road Design Engineer

Attention D. O. Christensen

SALEM

SUBJECT: Pedestrian Underpass
Hermiston-Stanfield Section
Umatilla-Stanfield Highway
Umatilla County

Attached is a copy of a letter from Stanfield School District No. 61 which tabulates the number of school children who would cross the proposed four-lane section every school day of the year, plus others who would cross on a seasonal basis.

Traffic counts for 1976 have been completed this summer. Our evaluation of these counts indicates that the ADT at the location of the proposed crossing will be 5800, up 18% from last year. From personal observation, this seems reasonable.

Additionally, this crossing is located at the extreme northerly edge of built-up Stanfield. The crossing is located in such a manner that it is obscured from the motorist by both a vertical and horizontal curve. Traffic will be approaching this crossing at normal rural highway speeds and will not see the crossing until they are almost on it.

This crossing has been the subject of many requests for improvements over the years. The traffic build-up and the widened section will lend further pressure for improvements. There is strong community support for an improved crossing.

It is my understanding that your design section has been considering a 10 x 8 box culvert, fully illuminated, at a cost of $50,000+. I feel that this is guilding the lily and probably does make justification difficult. We had in mind a 78- or 84-inch culvert with an asphalt concrete paved invert and no illumination. This should cost in the neighborhood of $10,000.

I feel that the above reasons constitute adequate justification for consideration of a pedestrian underpass to accommodate the school children.

WES:sh
Attachment

cc L. E. George w/attach
John Hagedorn "
H. W. Oswald "

REFERRED TO
Beard ___ Read ___
Cole ___ Sample ___
✓ Eriksen J.E. ___ Wersen ___
Hager ___ Wolfe ___
[✓ Return] Discuss Do File Copy Due ___
BY FINAL DESIGN ENGINEER

RECEIVED
OCT 0 8 1976
ROAD DESIGN SECTION

1 Versteeg ___
2 Olson ___
3 Christensen ___
___ Scott ___
___ Swenson ___
___ Savage ___
___ Trout ___

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ___
Bring Up ___/___/___
Other ___

Nolan Ferguson
Superintendent - Clerk and
High School Principal
Judd Van Gorder
High School Vice-Principal

Stanfield School District No. 61

Stanfield, Oregon 97875
High School Phone 449-3345
Grade School Phone 449-3305

Robert MacPherson
Elementary Principal

Pam Cooper
Deputy Clerk

September 30, 1976 .

Mr. Pat Schwartz
Oregon State Highway Division
P. O. Box 850
La Grande, Oregon 97850

Dear Mr. Schwartz,

It has taken me some time to get an accurate account of the number of students who cross the highway in Stanfield going to and from school.

The accounting of this is as follows:

Kindergarten - 10 students cross twice each school day.
Grades 1 - 7 - 71 students cross twice each school day.
Grades 10 - 12 - 22 students cross twice each school day (some do drive).

(At the present time grades 8 and 9 attend school in Echo as we have merged this year on a trial basis).

In addition to the regular crossings, we have thirty seven (37) football players who cross the highway twice daily during football season and approximately twenty (20) baseball players who do the same during that season.

For volleyball and basketball games (as well as other activities at the high school) many of the children living on the west side of town also cross the highway to attend these functions.

At the present time we are transporting some of the 1 - 3 grade students across town to school because of the danger involved in having them cross the highway alone. This is not normal procedure and because of our increasing enrollment we will have a difficult time continuing to do this.

Another consideration which I feel is worth mentioning is that the Stanfield School District is rapidly growing as indicated by sixty four (64) new students enrolling this year with fifty two (52) of those being at the elementary level. Thus, the number of students crossing the highway will definitely increase.

Thank you for your consideration.

Sincerely,

Nolan Ferguson

Nolan Ferguson,
Superintendent

NF:afg

10,010

54

N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

~~September 29, 1976~~

10-5-76

FILE:

FROM: D. N. Stoudenmeyer
Preliminary Design Supervisor

TO: J. H. Versteeg
Road Design Engineer

SUBJECT: Hermiston-Stanfield Jct.
Umatilla-Stanfield Highway
Umatilla County

The highway grade at Harding Street is on about a +6% to the north and a relatively flat grade to the south. This is fairly open country so traffic should move along at a pretty good clip.

There are many trucks in the area which would be hazardous to school children crossing four lanes of highway. Apparently there are activities between the two schools on opposite sides of the highway which require the movement of groups of school children.

In a town such as Stanfield it does not seem there would be the safety problem of a pedestrian underpass that one would find in larger communities. If the children cross in relatively large groups they would probably use such a structure especially if accompanied by a teacher.

On this basis it seems such a facility is warranted and would be used as a general rule.

DNS:jh

REFERRED TO

____ Beard ____ ____ Reed ____
____ Cole ____ ____ Sample ____
✓ Eriksen F.E. ____ Watson ____
____ Hager ____ ____ Wolfe ____
Return Discuss Do File Copy Due ____
BY FINAL DESIGN ENGINEER

10-5-76

Hold until we get
information from Region 5.
Doc

[illegible]

Salem, Oregon
September 27, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

W. E. Schwartz
Region 5 Engineer

Hermiston-Stanfield Jct. Section
Umatilla-Stanfield Highway
Umatilla County

Attention: Vern Moore
Region Geologist

We have developed a tentative drainage plan for the curbed section from 4th Street on out to the "A" Canal Structure. The drainage system is shown on the attached plan sheets 3 and 4 with tentative outfalls into drainage sumps.

In this area there are no swales or ditches (except for irrigation) that we can use for outfalls, so the solution seems to be sumps.

We will need a recommendation on how deep the sumps should be and how much water they are capable of handling.

The sump design we propose to use is similar to that used on the Hermiston Section.

FE:az
Attachment
cc: Fred Eriksen

/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
SEP 27 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up____/____/____
Other________

10,010

54

Salem, Oregon
September 14, 1976

ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Road Design Engineer

Pedestrian Overpass
Hermiston-Stanfield Section

W. E. Schwartz
Region 5 Engineer

The Traffic Engineer has evaluated the proposed pedestrian underpass near Harding Avenue on the Hermiston-Stanfield Highway. A copy of Mr. George's letter of September 9, 1976, is attached for your information.

It will be difficult to justify funding the construction of a pedestrian over or underpass on Highway No. 54 in Stanfield. I have the impression that you are tentatively committed to such a proposal. If this is the case, you might wish to think up a lot of good reasons why the pedestrian facility should be constructed at Harding Avenue.

JHV:jh

RECEIVED
SEP 14 1976
ROAD DESIGN SECTION

Versteeg
1 Olson
2 Christensen Doc
Scott
Swenson
Savage
Trout

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

REFERRED TO

Board
Cole
1 Eriksen F.E.
Hager
Reed
Semple
Watson
Wolfe

[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, OR 97310
September 9, 1976

FROM: L. E. George
Traffic Engineer

SUBJECT: Pedestrian Overpass
Hermiston-Stanfield Section

TO: J. H. Versteeg
Road Design Engineer

Your September 7 letter requested our evaluation of the proposal for an overpass or an underpass near Harding Avenue on the Hermiston-Stanfield Highway.

It would appear from the traffic volumes and the past accident experience that unless an underpass could be constructed with very little additional cost, we would be unable to warrant the installation.

The 1975 ADT was 5,200 vehicles at Harding Avenue. There was only one pedestrian accident within 500 feet in either direction of Harding Avenue during the five-year period from January 1, 1971, to December 31, 1975. This accident occurred on the bridge located about 450 feet south of Harding Avenue when a young pedestrian attempted to cross the highway. The accident occurred on a clear, dry day during daylight hours.

The past accident experience may not be pertinent after the highway is widened to four lanes; but in view of the low traffic volume, this location could not rate high on the statewide priority.

L. E. George

L. E. George
Traffic Engineer

RDT:vhl

/ Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
SEP 13 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up /
Other

CON 27-4
Umatilla
FILE: Stanfield
X P.S

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
Salem, Oregon
September 7, 1976

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Pedestrian Overpass
Hermiston-Stanfield Section

TO: L. E. George
Traffic Engineer

The Stanfield School District No. 61 has requested an overpass for students in Stanfield. I would appreciate your evaluation of the proposal for an overpass or an underpass near Harding Avenue on the Hermiston-Stanfield Highway. Attached are copies of the correspondence for your review.

JHV:jh
cc: E. S. Hunter
W. E. Schwartz

RECEIVED
STATE HWY ENGR
SEP 8 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Noted
LEG

OREGON STATE
HIGHWAY DIVISION

Region 5 Office

P. O. Box 850 ... La Grande, Oregon 97850 ... Phone 963-3177

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator and
State Highway Engineer

September 2, 1976

Stanfield Schoold District No. 61
Stanfield, Oregon 97875

Gentlemen:

RE: Pedestrian Overpass

Your letter of August 24, 1976 to Region 5 Utilities Engineer Harlan Gerlach has been referred to me for reply.

I agree with your assessment of a serious problem for school children in Stanfield. There may, however, be a more economical solution to the problem than a pedestrian overpass.

By copy of this letter to our Design Section in Salem, I will request that they investigate the possibility of installing a culvert-type pedestrian underpass near Harding Avenue.

I am not sure this will work but we will look into the possibility. All of the survey is in Salem and when they advise me as to the feasibility, I will advise you.

Sincerely,

Wendell E. Schwartz
Regional Engineer

WES:sh

cc J. H. Versteeg w/attach

1 Versteeg
2 Olson
3 Christensen
Scott
Swenson
Savage
Trout

RECEIVED
SEP 03 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Form 81-734-3123

Nolan Ferguson
Superintendent - Clerk and
High School Principal
Judd Van Gorder
High School Vice-Principal

Stanfield School District No. 61

Stanfield, Oregon 97875
High School Phone 449-3345
Grade School Phone 449-3305

Robert MacPherso
Elementary Princip

Pam Coop
Deputy Cle

August 24, 1976

Region Eng

☑ RE ☐ RCE ☑ RBE ☐ RME
☑ ROE AUG 30 1976 ☑
☐ RDE **RECEIVED** REGIONAL OFFICE ☐

Mr. Harlan Gerlach
Registered Utility Engineer
P. O. Box 850
La Grande, Oregon 97850

Dear Mr. Gerlach,

As plans for construction of a four lane highway on 395 between Stanfield and Hermiston are underway, we would ask you to consider providing some kind of overpass for students in Stanfield to cross the highway on their way to school. This would be most beneficial at the north end of the main street in Stanfield.

We believe that this is not only a legitimate request but also an essential one for the following reasons:

1. Many grade school students must cross the highway twice a day while attending school and the traffic on the highway creates a dangerous situation for these children.

2. The high school is located on one side of town and the grade school on the other. The football and baseball fields are on the grade school grounds and therefore football and baseball players walk accross the highway going to and from practices and most high school students also walk over for games.

   Again, traffic coming over the hill makes these crossings very dangerous.

3. The total increasing volume of traffic (especially trucks) is creating a serious concern in the parents of the children in this community. We feel that the money spent on a safe walkway would be a small cost compared to the loss of life of one child going to or from school.

Your sincere interest and investigation into this matter will be greatly appreciated by all.

Thank you for your time and consideration.

Sincerely,

Dave Schwarz

Dave Schwarz,
Board Chairman

Nolan Ferguson

Nolan Ferguson,
Superintendent

NF:afg

cc: Governor Robert Straub

10 51

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: Con 21-d
Umatilla
Stanfield
Hy

NOTED
H. S. COULTER

August 30, 1976

FROM: Richard L. Lenz
Hydraulics Engineer

TO: FILE

SUBJECT: U.S.R.S. Feed Canal Bridge (MP 12.1)
Stage Gulch Ditch Bridge
Hermiston-Stanfield Junction Section
Umatilla-Stanfield Highway
Umatilla County

The purpose of this 6.44-mile project is to upgrade the safety and serviceability of the Umatilla-Stanfield Highway from the south city limits of Hermiston (MP 6.04) northerly to its terminus with I-80N (MP 12.48). The project includes the replacement or widening of six structures. The U.S.R.S. Feed Canal Bridge (MP 12.1) and the Stage Gulch Ditch Bridge are the subjects of this report; results of any additional investigation for the four remaining bridges will be covered in an addendum.

U.S.R.S. Feed Canal Bridge, MP 12.1 (Station 644)

The U.S.R.S. Feed Canal diverts water from the right bank of the Umatilla River 1.5 miles southeast of Echo and delivers it to Cold Springs Reservoir of the Hermiston Irrigation District. The bridge at MP 12.1 is the first of three such crossings of the canal and the Umatilla-Stanfield Highway.

As stated in the State Engineer's Surface Water Records and Precipitation Records of Oregon, average daily discharges in the canal vary widely throughout the year on a supply and demand basis. The canal generally flows water from November through June, and stands empty from July through October. During peak hours, discharges may be as high as 340 to 360 cfs, with average flow velocities of 2 to 3 fps. The maximum discharge of record was 366 cfs in 1928.

According to Jim Bevans of the Hermiston Irrigation District, flow in the canal is closely controlled, and the canal would not be permitted to overflow its banks. Because of the number of bridges that would require modification or replacement, there are no plans to enlarge the canal in the future.

The existing bridge waterway, although adequate hydraulically, has an ice buildup problem on the center bent during the winter months. It is recommended that the new bridge be a clear-span structure with its abutments aligned with the flow. The waterway opening should match the existing trapezoidal canal cross sections as closely as possible, with a bottom width of approximately 21 feet and 1¼:1 side slopes.

Stage Gulch Ditch Bridge MP 10.87 (Station 579)

At the bridge site in north Stanfield, Stage Gulch Ditch drains a 90-square-mile area north of I-80N between Stanfield and Pendleton. This drainage area is characterized by relatively flat, irrigated land near Stanfield, and gently sloping dry-farmed plains northwest of Pendleton. The flood plain in the vicinity of the bridge is flat and land use is residential. High stages on the Umatilla River, located one mile downstream, have no direct influence on the water elevations at the bridge. The Corps of Engineers has estimated from stream gaging information that the following discharges could occur at this crossing:

100-year flood	1930 cfs
50-year flood	1200 cfs
25-year flood	800 cfs
10-year flood	420 cfs

In comparison, the 1964 flood which inundated a major portion of Stanfield had a discharge of 1400 cfs. A 50-year design flood was chosen for this study.

The existing bridge, built in 1921, is a 30-foot clear-span structure which has its vertical abutments aligned with the downstream channel and skewed to the upstream channel; its waterway area of approximately 120 square feet is not sufficient to convey the 1200 cfs design flood without producing some backwater.

The Corps of Engineers is developing a flood control improvement plan, with two alternates, for Stage Gulch Ditch at Stanfield. One alternate is to clear the channel of brush and debris, while the other involves modifying the channel by enlargement, minor alignment changes, riprap, levees and gabion-type retaining walls. In the proximity of the bridge the proposed channel shape is trapezoidal with 2:1 side slopes and a 22-foot bottom width; the new channel bottom elevation under the bridge will be approximately 581.5 feet M.S.L.

Two alternate waterway designs were analyzed for the proposed bridge:

1. A trapezoidal channel with 2:1 side slopes and a bottom width of 28 feet at the existing flow line

elevation of 583.0 feet. The structure should provide at least a 45-foot top width measured normal to the flow at the design stage of 588.1 feet M.S.L.

2. A rectangular channel using vertical abutments. At the existing channel bottom elevation of 583.0 feet a minimum top width of 38 feet measured normal to the flow will provide sufficient waterway area at design stage.

In both cases the bridge waterway area should be at least 195 square feet at design stage. Since average flow velocities of about 6.2 fps are anticipated, any fresh embankment slopes in contact with the flow should have a 1-foot thick blanket of Class 50 riprap for protection against erosion.

According to George R. Siler, Maintenance Section Foreman in Hermiston, drift has not been a problem during high water; however, icing does occur in the winter months. An ice buildup on the bridge could occur if adequate clearance is not provided.

KEH:mc

cc J. H. Versteeg
W. J. Hart
Gary Potter
Frank E. Terpin
W. E. Schwartz

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	370	—	—
Discharge - m³/s	10.5		
Frequency - yrs.	—	100	
H.W. Elevation Natural Channel ft.	645±		
H.W. Elevation Natural Channel m.	196.6		
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity - fps	2.5		
Average Velocity - mps	0.8		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

U.S.R.S. FEED CANAL MP 12.1
HERMISTON - STANFIELD JCT. SECTION
UMATILLA - STANFIELD HWY. UMATILLA COUNTY

COMPILED BY: K.E. HUSBY

DATE: AUGUST 30, 1976

HYDRAULIC DATA

	DESIGN FLOOD	INTERMEDIATE REGIONAL FLOOD	MAXIMUM FLOOD YEAR ( )
Discharge - cfs	1200	1930	—
Discharge - m^3/s	34	54.7	
Frequency - yrs.	50	100	—
H.W. Elevation Natural Channel ft.	588.1		
H.W. Elevation Natural Channel m.	179.3		
H.W. Elevation Channel Change ft.			
H.W. Elevation Channel Change m.			
Average Velocity fps	6.2		
Average Velocity mps	1.9		

NOTE FOR A CANAL: "DESIGN FLOOD" = Design Flow
"Discharge" = Capacity

REMARKS:

OREGON STATE HIGHWAY DIVISION
HYDRAULICS UNIT

STAGE GULCH DITCH BRIDGE
HERMISTON - STANFIELD JCT SEC.
UMATILLA - STANFIELD HWY
UMATILLA COUNTY

COMPILED BY: KEHUSBY

DATE: AUGUST 30, 1976

10,000

54

N

Salem, Oregon
August 17, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49274 - Wheelhouse
Hermiston - Stanfield Jct. Section
Umatilla - Stanfield Highway
Umatilla County

Attention: Mr. John Oakes

Attached is a description, an authorization and R/W prints covering our taking from the subject property, which you requested recently.

BY:
Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

10,010

Salem, Oregon
August 16, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Duane O. Christensen
Final Design Engineer

W. E. Schwartz
Region 5 Engineer

Hermiston-Stanfield Junction Section
Umatilla-Stanfield Highway
Umatilla County

In your transmittal of field information on irrigation facilities you indicated two areas, one at each end of the project, where facilities might be abandoned or water rights purchased and thereby eliminate the need for replacement and additional right of way.

We need a decision on this matter so that we may proceed with completion of the project plans.

1 Versteeg ✓
2 Olson
Christensen
4 Scott
3 Swenson
Savage
Trout

RECEIVED
AUG 16 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

DOC:az
cc: F. O. Scott
F. Eriksen

[illegible] 31-4
Umatilla-
Stanfield
Sp.
5

Adele Egan

August 16, 1976

C. W. Head

MISC. CONTRACTS and
AGREEMENTS No. 5753

Attached are two copies of an agreement with the City of Stanfield concerning the relocation of their water line to avoid a conflict with the proposed reconstruction of the Hermiston-Stanfield Section of the Umatilla-Stanfield Highway in Umatilla County.

It is my understanding that you will transmit a copy to the City. We have retained a fully executed copy for the Transportation Commission's files.

fkn
Att.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE

July 29, 1976

Salem, OR 97310

FROM: Phil G. Preston
Utility Special Studies Engr.

TO: J. B. Boyd
Right of Way Engineer

BUILDING

SUBJECT: State-City of Stanfield Agmt.
Hermiston-Stanfield Section
Umatilla-Stanfield Highway
Umatilla County

RECEIVED
STATE HWY ENGR
AUG 12 '76
REFER TO
FOR
Info Inves R/D D/R Sign Act File

Attached are duplicate originals and one photocopy of subject Agreement covering the reconstruction and construction of the City's water and sewer facilities to conform with the future contract requirements of this project.

The City agrees to relocate all of their water line that has been installed within the proposed highway right of way (and will be in conflict with the proposed construction) to a new alignment approximately 5' inside the southwesterly proposed right of way line. That portion that lies southwesterly of the northerly right of way of the USRS feed canal will be relocated immediately. The remainder will be relocated at a future date which will be before highway construction. The City will Quit Claim their existing easement which is adjacent to the existing highway right of way to the State and locate their sewer line approximately 15' inside the southwesterly proposed right of way line in a place that will not conflict with our proposed construction.

The State agrees to issue the City a special X type permit for their relocated water and sewer line. The permit will provide in the event that the State requires further adjustment of the District's facilities covered by the provisions of this Agreement, such adjustment will be performed at State expense, EXCEPT that portion of the water line that previously occupied highway right of way. The State upon execution of this Agreement will pay the City $3,900.

The cost to the State for the work covered by this Agreement is $3,900. The estimated savings to the State fur future utility adjustments is in excess of $20,000. See the "Recitals" for further details.

This document has been approved by the Department of Justice, Region 5, and the Utility Unit of the Right of Way Section. The provisions of the Agreement have been discussed with and approved verbally by Mr. Hunter.

If you approve, please have the Agreement executed by the appropriate officials and return one copy to me for transmittal to the City. Copies of the Agreement will be distributed to all interested parties.

PGP:jr
Attach.

JB

Send out to Chairman
JB 7/30/76

[illegible]

[illegible]

July 8, 1976

The Honorable Michael G. Thorne
State Senator
Holdman Route
Pendleton, OR 97801

Dear Mike:

Re: Hermiston-Stanfield Section
Umatilla-Stanfield Highway
Umatilla County

A modern two-lane highway is required to handle the present traffic volumes on the Hermiston-Stanfield Junction Section of the Umatilla-Stanfield Highway. Additional right-of-way will be required to make this improvement.

Even a minimum two-lane design places the slope at the edge of the Hudemann barn. The highway cannot be moved away from the Hudemann property without severely impacting the two properties across the highway. This would also put a kink in the highway alignment which is undesirable.

Our right-of-way acquisition procedures do provide for compensation to the owners for the moving of buildings and related damages.

The proposed Alumax plant would not have any influence on the need to improve this section of highway to a modern two-lane section. The aluminum plant would generate growth in the area and create a need to four-lane this section of highway in the future.

I-82 should be built before the need to four-lane the Hermiston-Stanfield Junction Section becomes critical. However, we should plan to acquire enough right-of-way at this time so a four-lane section could be constructed if for some reason I-82 is not constructed.

We plan to present three alternate designs at the public hearing:

1. A 32-foot wide pavement overlay with spot safety improvements and replacement of substandard structures.

2. A standard two-lane section on new alignment, including replacement of the existing structures.

3. A future four-lane section that would handle the projected traffic to 1995 and would include the replacement of all existing structures.

Alternate #2 will be recommended for construction. Right-of-way acquisition for the four-lane design would be recommended in those areas so that the right-of-way taking would not create a hardship on the present property owners.

Attached is an information sheet for your use. If I can be of any further assistance, please let me know.

Sincerely,

F. B. Klaboe
Chief of Operations

Attachment

bc: H. S. Coulter
E. S. Hunter
J. H. Versteeg

JHV:az dpy

HOME ADDRESS
MIKE THORNE
HOLDMAN ROUTE
PENDLETON, OREGON 97801

UMATILLA, UNION, WALLOWA
COUNTIES

OREGON STATE SENATE
SALEM, OREGON
97310

COMMITTEES
CHAIRMAN:
AGRICULTURE AND
NATURAL RESOURCES
VICE CHAIRMAN:
STATE AND FEDERAL AFFAIRS/RULES
MEMBER:
ECONOMIC DEVELOPMENT
& TRADE FOR
BUSINESS & AGRICULTURE
ENVIRONMENT AND ENERGY
LAND USE

June 2, 1976

Mr. R. B. Klaboe
Chief of Operations
Department of Transportation
State Highway Building
Salem, Oregon 97310

NOTED
F. B. KLABOE

Dear Fred:

I appreciated receiving the letter and map concerning the Hudemann property near the Stanfield inter-change with I-80N.

After reviewing the map and the letter, it occurs to me that some of the uncertainty as to the proposed Alumax plant and the ultimate construction of I-82 would be just cause to consider acquiring only sufficient right-of-way to maintain a two lane road from I-80N through Stanfield and on to Hermiston. I may be misunderstanding the data in the letter but it would appear to me that one could bring the road up to standards for a two lane highway without the need for additional right-of-way. Another possibility might include purchasing a lesser footage on each side of the existing road so as not to interrupt current structures.

I also note that an additional public hearing will be required, and hopefully the effected parties will have an opportunity to make their points known at that time.

Again, I appreciate the information and hopefully something could evolve that would prevent the taking of the Hudemann barn which I know has significant importance to them as part of their holdings.

Sincerely,

Mike Thorne

Mike Thorne
State Senator

cc: Ferdie Hudemann

RECEIVED
STATE HWY ENGR
JUN 3/76
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
	✓	✓				

RECEIVED
JUN 3 1976
DOT Operations

What effect does I-82 and Alumax have on 4 lane need here?

May 26, 1976

The Honorable Michael G. Thorne
State Senator
Holdman Route
Pendleton, Oregon 97801

Dear Senator Thorne:

This is in reply to your request for information regarding the effects our proposed Hermiston-Stanfield Highway project may have on the Ferdie Hudeman property.

The Hudeman property lies on the east side of the Umatilla-Stanfield Highway just northerly of the Furnish Canal near the Stanfield Interchange. There appears to be about 1,500 feet of highway frontage to the property. A sketch map is enclosed which indicates the existing right-of-way and our preliminary proposal for new right-of-way in relation to the buildings on the property. This right-of-way proposal is based on acquiring widths for eventual four-lane construction. The proposal anticipates a strip of land about 40 feet in width to be acquired along the highway frontage.

The 1975 average daily traffic for this section was 4,700 vehicles. If I-82 is not completed and the proposed Alumax plant east of Umatilla is built, 1995 traffic is forecasted to average 9,600 vehicles daily. If the proposed I-82 (J line) is constructed, the Hermiston-Stanfield Highway is expected to carry 6,900 vehicles daily by 1995. A two-lane highway built to modern standards should handle 6,900 vehicles at an acceptable level of service. Accordingly, we are proposing to construct a two-lane facility initially and purchase enough right-of-way for future four-lane construction.

The Highway Division will evidently have to request Federal Aid in order to finance this Hermiston-Stanfield project. It is anticipated that another hearing (Corridor-Design) will be one of the requirements to qualify for Federal funding. The current estimate of the project's cost is about $4,000,000.

At one time, an alternate was under consideration that bypassed Stanfield to the east; however, this route returned to the existing alignment near the north edge of the Hudeman ranch, having virtually the same effect on that property. The bypass concept was abandoned as a result of the August 1972 public hearing testimony. No other alternates were seriously considered because of the desire to utilize existing right-of-way and a reluctance to needlessly bisect adjacent lands.

Cy Dill to [illegible]
6-7-76

As can be seen by the accompanying sketch map, the proximity of the Stanfield Junction Interchange and the structure over the Furnish Canal realignment of the proposed route cannot be accomplished without considerable expense. Any shift of the alignment westerly would seriously affect the properties on that side.

If anything additional is needed, please let me know.

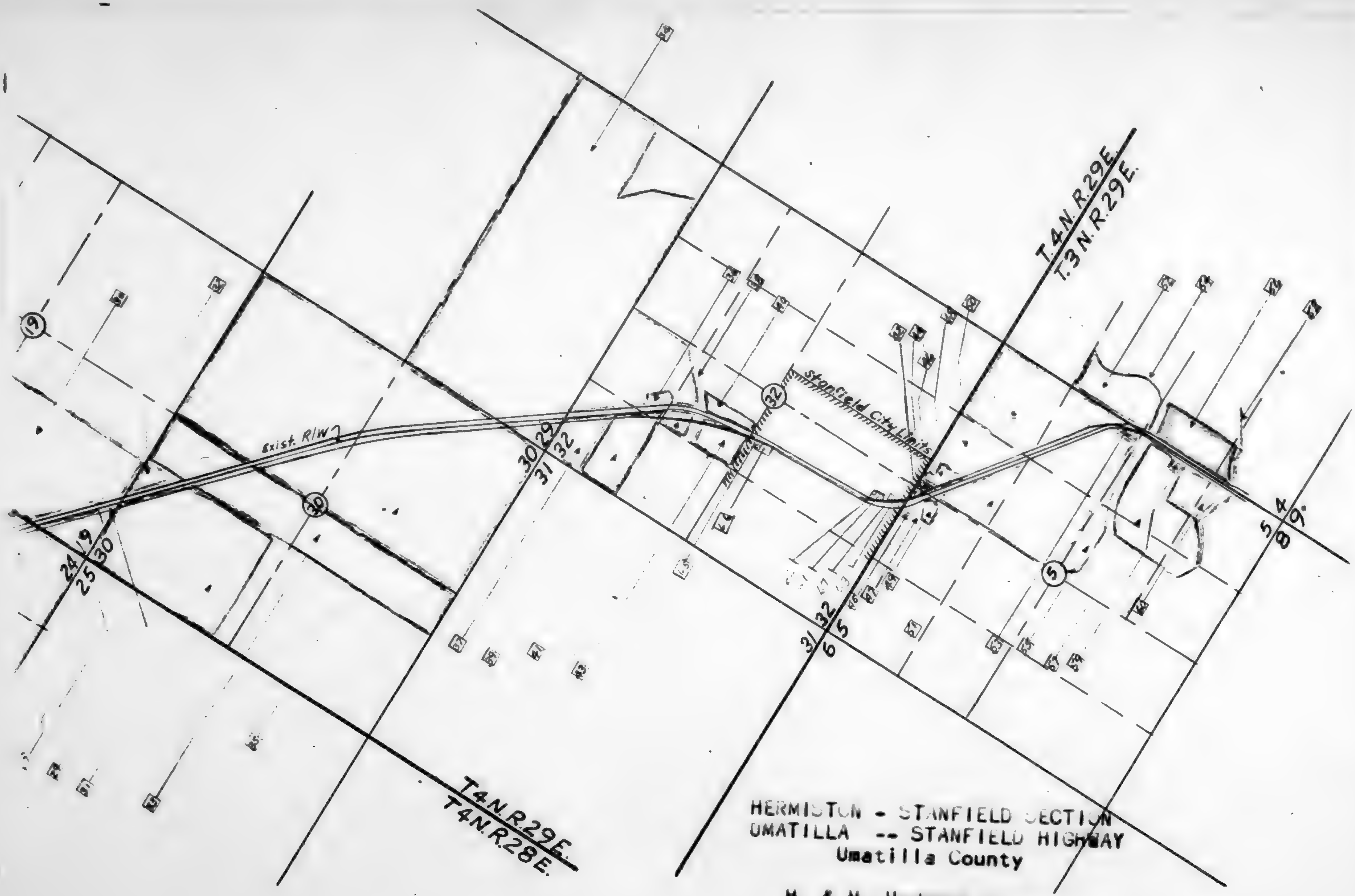
Sincerely,

F. B. Klaboe
Chief of Operations

Enclosure

bc: H. S. Coulter
E. S. Hunter
Frank E. Terpin
W. E. Schwartz

WNH:mc srb



19
24 19
25 30
30
Exist. R/W
30 29
31 32
32
Stanfield City Limits
T.4N. R.29E.
T.3N. R.29E.
31 32
6 5
5
5 4
8 9
T4N.R.29E.
T4N.R.28E.

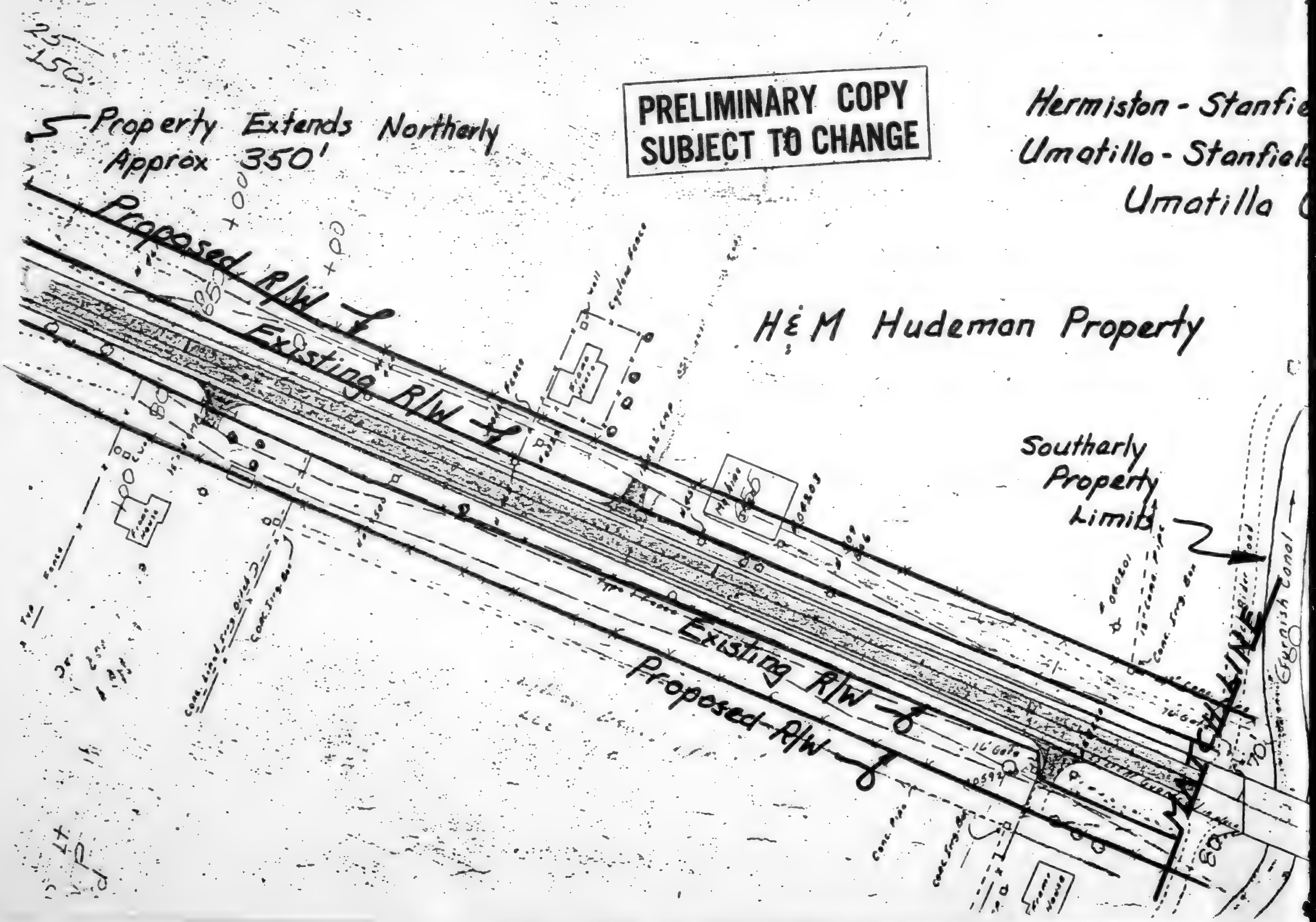
HERMISTON - STANFIELD SECTION
UMATILLA -- STANFIELD HIGHWAY
Umatilla County

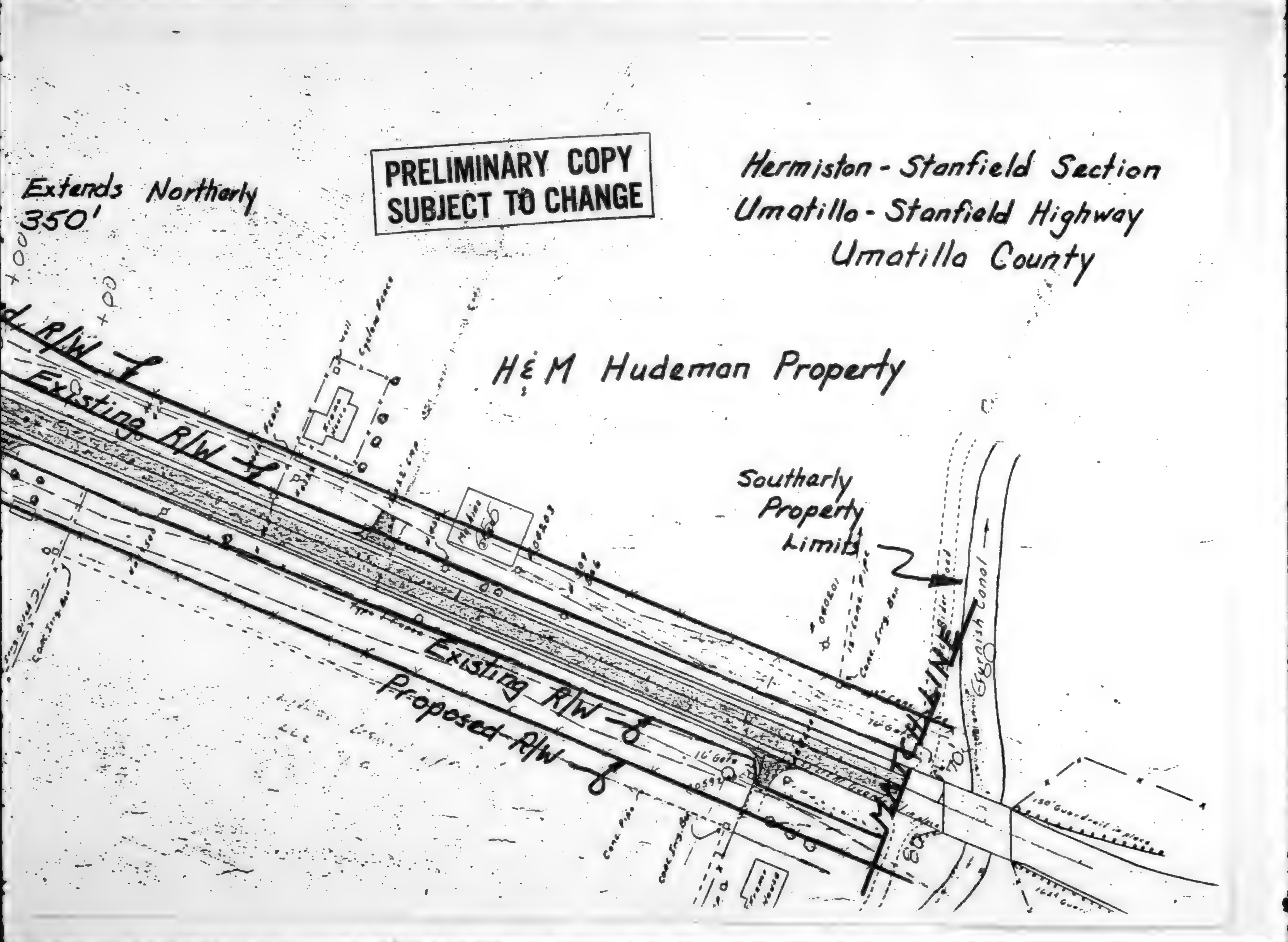
H. & M. Hudeman Property

(shown in red)

Hermiston - Stanfie
Umatillo - Stanfiel
Umatilla

PRELIMINARY COPY
SUBJECT TO CHANGE


25
150'
Property Extends Northerly
Approx 350'
Proposed R/W
Existing R/W
H & M Hudeman Property
Southerly
Property
Limits
Existing R/W
Proposed R/W
MATCH LINE
Cyclone Fence
Furnish Canal
+00
+00
850
80
70

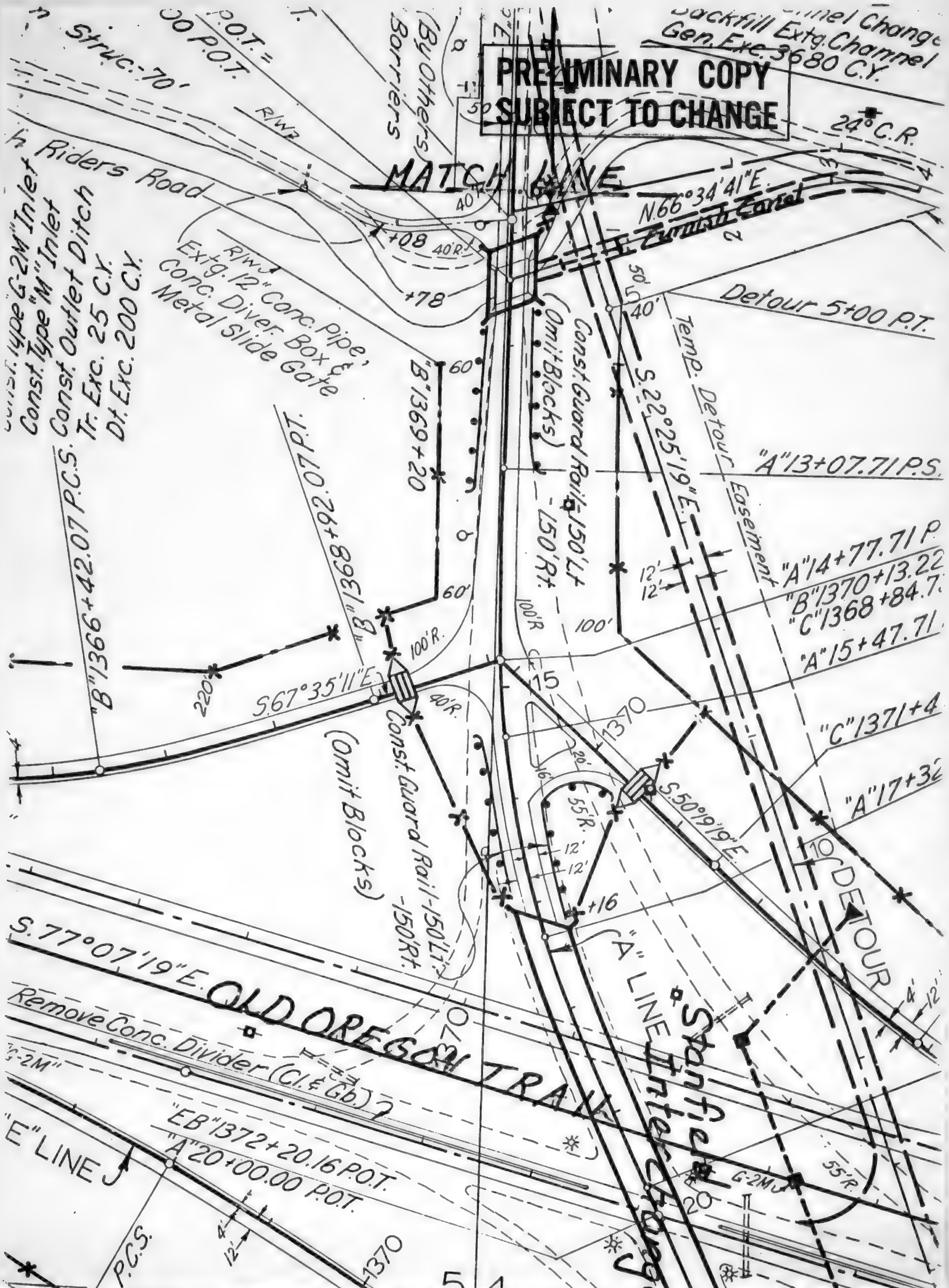


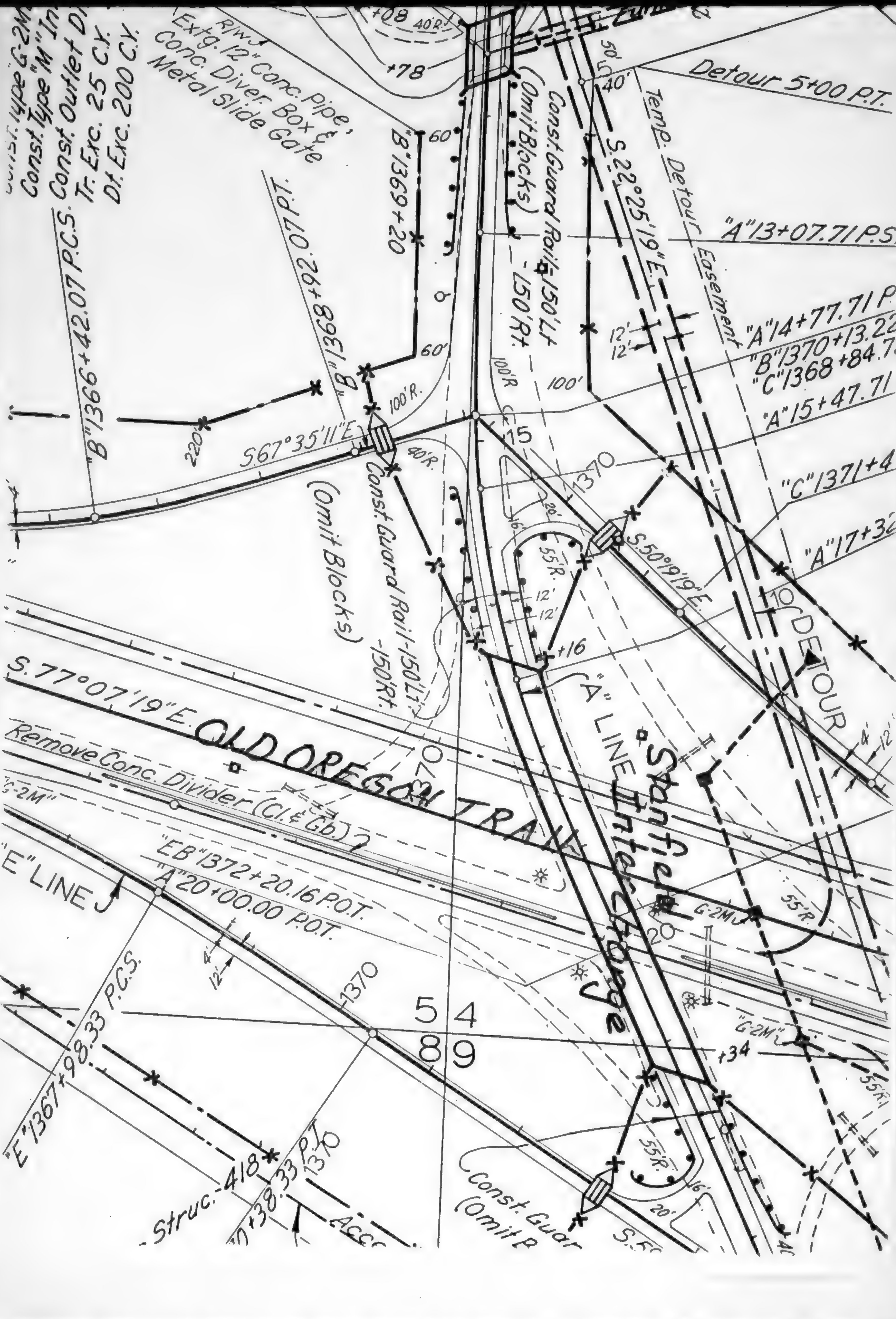
PRELIMINARY COPY
SUBJECT TO CHANGE

Hermiston - Stanfield Section
Umatillo - Stanfield Highway
Umatilla County

Extends Northerly
350'
H & M Hudeman Property
Southarly
Property
Limits
R/W
Existing R/W
Existing R/W
Proposed R/W
MATCH LINE
Furnish Canal

PRELIMINARY COPY
SUBJECT TO CHANGE


Struc.-70'
P.O.T.=
00 P.O.T.
(By Others)
Barriers
Backfill Extg. Channel Change
Gen. Exc. 3680 C.Y.
24° C.R.
MATCH LINE
N.66°34'41"E.
Riders Road
R/W
+08
40'R.
+78
Const. Type "G-2M" Inlet
Const. Type "M" Inlet
Const. Outlet Ditch
Tr. Exc. 25 C.Y.
Dt. Exc. 200 C.Y.
Extg. 12" Conc. Pipe,
Conc. Diver. Box &
Metal Slide Gate
"B" 1369+20
60'
(Omit Blocks)
Const. Guard Rail - 150' Lt. - 150' Rt.
S.22°25'19"E.
Temp. Detour Easement
Detour 5+00 P.T.
50'
40'
"A" 13+07.71 P.S.
"B" 1368+92.07 P.T.
"B" 1366+42.07 P.C.S.
12'
"A" 14+77.71 P.
"B" 1370+13.22
"C" 1368+84.7
100'R
100'
"A" 15+47.71
220'
S.67°35'11"E.
100'R.
40'R.
15
1370
"C" 1371+4
"A" 17+3
20'
16'
55'R.
S.50°19'19"E.
10
DETOUR
+16
"A" LINE
Stanfield Interchange
S.77°07'19"E. OLD OREGON TRAIL
Remove Conc. Divider (Cl. & Gb.)
"G-2M"
"EB" 1372+20.16 P.O.T.
"A" 20+00.00 P.O.T.
"E" LINE
P.C.S.
1370
4'
12'
G-2M
55'R.
20
5
4



st. Type G-2M
Const. Type "M" In
Const. Outlet D
Tr. Exc. 25 C.Y.
Dt. Exc. 200 C.Y.
R/W
Extg. 12" Conc. Pipe,
Conc. Diver. Box &
Metal Slide Gate
+08
40'R.
+78
50'
40'
Detour 5+00 P.T.
Temp. Detour Easement
S.22°25'19"E.
Const. Guard Rail-150' Lt.
-150' Rt.
(Omit Blocks)
"B"1369+20
60'
"B"1366+42.07 P.C.S.
"B"1368+92.07 P.T.
"A"13+07.71 P.S.
"A"14+77.71 P.
"B"1370+13.22
"C"1368+84.7
"A"15+47.71
12'
12'
100'
100'R
60'
100'R.
220'
S.67°35'11"E.
15
1370
"C"1371+4
40'R.
20'
16'
55'R.
S.50°19'19"E.
"A"17+3
10
DETOUR
Const. Guard Rail-150' Lt.
-150' Rt.
(Omit Blocks)
12'
12'
+16
"A" LINE
S.77°07'19"E.
OLD OREGON TRAIL
Stanfield Interchange
Remove Conc. Divider (Cl. & Gb.)
70
4'
12'
"G-2M"
"E" LINE
"EB"1372+20.16 P.O.T.
"A"20+00.00 P.O.T.
20
G-2M
55'R.
4'
12'
1370
5 4
8 9
"G-2M"
+34
55'R.
"E"1367+98.33 P.C.S.
"E"1370+38.33 P.T.
1370
Struc.-418
Acc
55'R.
16'
20'
Const. Guar
(Omit B
S.5
40

PREFIX NO. 30-1492

LOCATION PROSPECTUS
HERMISTON-STANFIELD JUNCTION SECTION
UMATILLA-STANFIELD HIGHWAY
UMATILLA COUNTY

HIGHWAY:	Umatilla-Stanfield. State Primary No. 54; Federal-Aid Secondary No. 462.
TERMINI:	The northerly terminus is at the south city limits of Hermiston, M.P. 6.04. The southerly terminus is at the beginning of the Stanfield Junction Interchange at M.P. 12.48.
LENGTH:	6.44 miles.
PROGRAM:	Not programmed.
NARRATIVE:	This will be a location survey to prepare plans, specifications and cost estimates for construction. Vertical and horizontal alignment will be improved. Soils investigations will be conducted. Drainage problems are not anticipated. There has not been a reconnaissance. An economic analysis is not needed at this time.
CHARACTERISTICS:	Present ADT is 3,400.
STANDARDS:	Class A(2). Deviations from State and AASHO standards are anticipated in gradient. If Interstate 82 is not constructed, future traffic increase would require a Class A(4) facility.
TYPICAL SECTION:	Two 12-foot travel lanes with 10-foot shoulders. During the design of this project, provisions will be made for delineation of right of way for future four lane highway.
ACCESS:	Limited to location.
STRUCTURES:	There are eight (8) structures on the project. Replacement or modification will be necessary.
MATERIAL:	Investigations for suitable material will be made during the survey and referenced to the survey.
UTILITIES:	Routine utility adjustments may be necessary.
AGREEMENTS:	Agreements with the City of Stanfield, OWR&N Railroad, irrigation companies and Umatilla County will be necessary. An opportunity for a public hearing will be offered.

ADD'L FACILITIES:	The Hermiston Municipal Airport lies adjacent to the project.
PARKS:	None affected.

June 24, 1970
Attachment

cc: Bureau of Public Roads (3)
H. S. Coulter (3)
Forrest Cooper
Tom Edwards
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
F. W. Yarbrough (2)

FORM E-30

[illegible]
Umatilla
Stanfield
[illegible]

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE May 20, 1976

TO Verne Allen
Regional R/W Supervisor

NOTED
E. S. HUNTER

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Hermiston - Stanfield Junction Section
Umatilla - Stanfield Highway
Umatilla County

At Mr. Hunter's request, I discussed the possibility of proceeding with the purchase of this right-of-way with Bond funds for a future Federal Aid project with Mr. Vernon Cusack, Assistant Division Administrator and Engineering Coordinator.

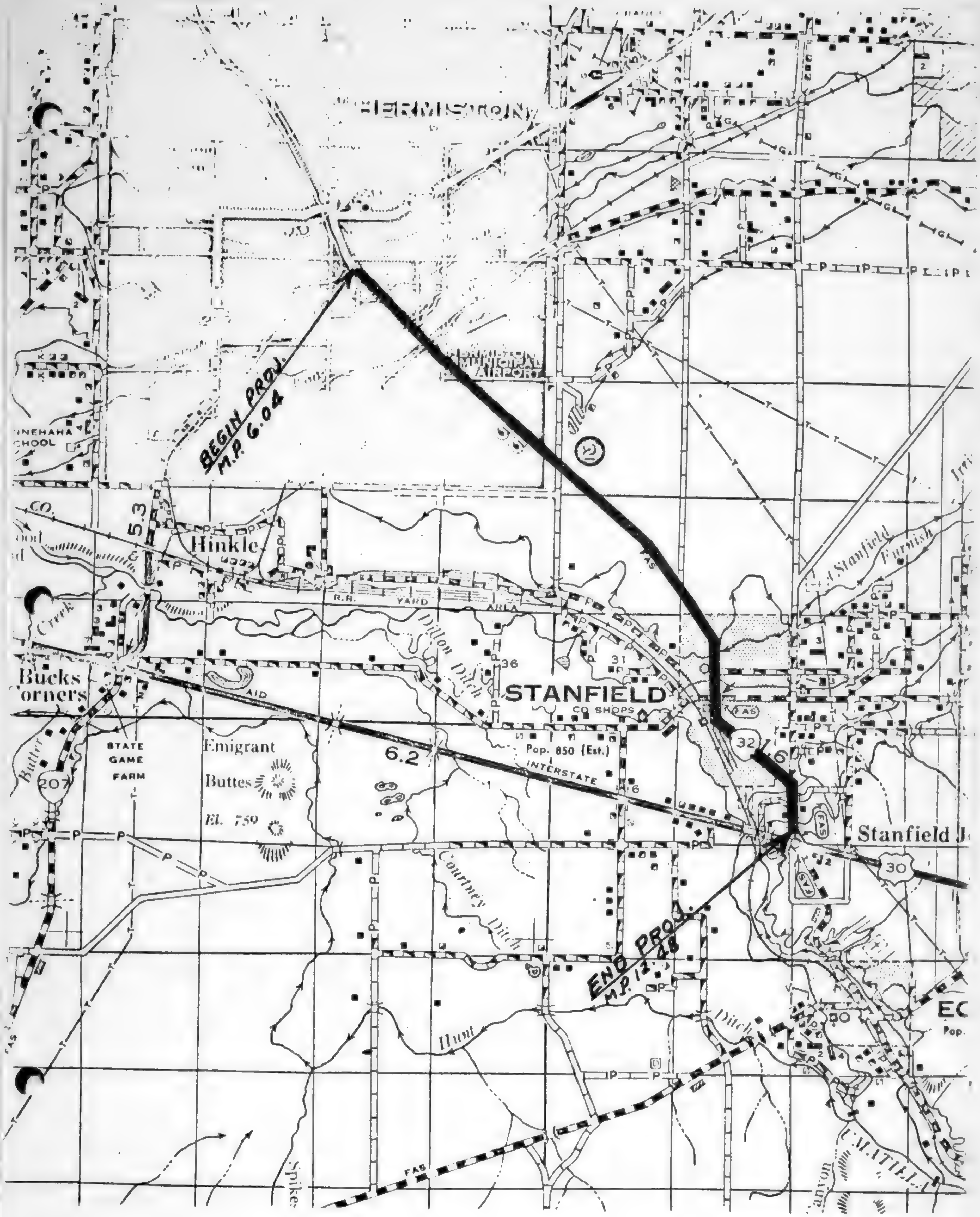
Mr. Cusack checked the project and advised me that to insure Federal Aid funds on this project, we could only purchase those files necessary due to "protective buying" or "hardship".

I informed Mr. Cusack that protective buying was the reason we were anxious to purchase at this time and that you had been instructed to set priorities based upon protective buying and hardship considerations for the 71 Bond funds.

Mr. Cusack suggested that we document our purchases on this basis very thoroughly so that the State would have no difficulty in getting Federal Highway Administration authorization when we requested participation in the construction and any remaining Right Of Way files.

JRO:ha
cc: E. S. Hunter ✓
R. L. Schroeder
L. W. Rulien
Hal Versteeg
W. E. Schwartz
Floyd Scott
Vernon Cusack

RECEIVED
MAY 21 1976


HERMISTON
HERMISTON MUNICIPAL AIRPORT
BEGIN PROJ. M.P. 6.04
INNEHAHA SCHOOL
5.3
Hinkle
R.R. YARD AREA
Creek
Dillon Ditch
Stanfield Furnish
FAS
STANFIELD
CO SHOPS
Pop. 850 (Est.)
Bucks Corners
AID
STATE GAME FARM
Emigrant Buttes
El. 759
6.2
INTERSTATE
Butter
207
32
30
Stanfield J
Courtney Ditch
END PROJ. M.P. 12.48
Hunt
Ditch
EC
Pop.
Spike
UMATILL
Canyon

[illegible] 21-4

July 2, 1976

Mr. L. T. Harper
City Manager
295 East Main Street
Hermiston, OR 97838

Dear Tom:

I appreciate your comments concerning my recent appointment as State Highway Engineer. I have always enjoyed the relationships we have had with the City of Hermiston and I'm certain these relationships will continue to be just as enjoyable in the future.

As you know, I am aware of the need for the Hermiston-Stanfield project and hope our funding will permit its construction in the not too distant future.

[illegible] 7-6-1 [illegible]

I'll follow the progress of the signal projects--we're also looking for possible funding for these projects. You are aware that contracting any projects will depend on the availability of funding.

Thanks again for your thoughtfulness. I appreciate having your comments.

Sincerely,

H. S. Coulter
State Highway Engineer

HSC:ia

bc R. A. Burco
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. W. Rulien
W. E. [illegible]

city
of
hermiston 295 EAST MAIN STREET / HERMISTON, OREGON / 97838

RECEIVED
STATE HWY ENGR
JUL 2 '76
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

July 1, 1976

Mr. Scott Coulter, Administrator
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Scott:

First of all, may I congratulate you for your appointment to the highway administrator's position. Needless to say, this position represents a real responsibility, and I am sure - without doubt - that you will fill those shoes and do an excellent job.

You are probably aware that the Hermiston area is experiencing a very rapid growth. Among many of the problems that are being created, one of the most paramount is that of the need to improve Highway 395 through the Hermiston area.

The Northeastern Oregon Roads Association together with local governmental entities have in the past been working with Fred Klaboe and Glenn Jackson to seek solutions to this highway problem. On several occasions, the group has visited with Mr. Jackson in his office and also with Mr. Klaboe concerning this subject matter.

Highway 395 was originally placed on the agenda to be improved under the $150,000,000 bond issue that was let back in the early 1970s. All of the projects so listed to be improved under this bond issue were completed except Highway 395.

Visitations by delegations from this area to the State Transportation Commission meetings have been realized, and the State's obligation to improve this highway has been recognized. Financial funding for this project, we realize, will be difficult; but it is our understanding that a concerted effort will be made by the Highway Division and the Department of Transportation to fulfill their promised obligation.

We have received a recent traffic count taken by your department that will be incorporated into the annual traffic count document which is assembled by your department. We are enclosing a copy that was forwarded to us concerning the results of this traffic count along Highway 395 and also Highway 207 in the Hermiston area. I have penciled in the previous ADT count and have shown the ADT vehicular count increase and also the per cent of increase for each recording station. You will note that there has been an approximate average of 30% increase in traffic volumes during the last year.

It might be of interest to you that the city council passed a resolution which prohibits any parking along the entire length of 395 through the City of Hermiston together with the creation of a 16 foot center turnout lane which has reduced the traffic congestion on this highway through the community.

We have been working with Mr. Klaboe and your traffic safety division concerning the dire need for signalized intersections to be created at Elm Avenue (truck bypass route), Jennie Avenue and Highland Avenue intersections along 395. Each of the above described intersection traffic movements meet your criteria, and it is my understanding that Elm and Jennie intersections have now reached a high plateau on your priority list. I am also enclosing a copy of the latest vehicular movements at the Elm Avenue truck route intersection that were taken this last May. I am also including a copy of an article that appeared in the "East Oregonian" concerning the traffic problems along Highway 395 in the Hermiston area. Pat Schwartz has visited about this problem on many, many occasions, and he is well aware of the need for these improvements on Highway 395.

I am sure that you are a very busy person stepping into your position, but we here in the Hermiston area would appreciate any effort you may find time to give to this badly needed improvement here in our area. Again, may I congratulate you on your new position, and I would like to assure you the people in this area will cooperate and work closely with you and your department on highway problems in this area.

Sincerely yours,

L. T. Harper

L. T. Harper
City Manager

LTH/pat

Enclosures 3

CC: Pat Schwartz

use Harper's first name

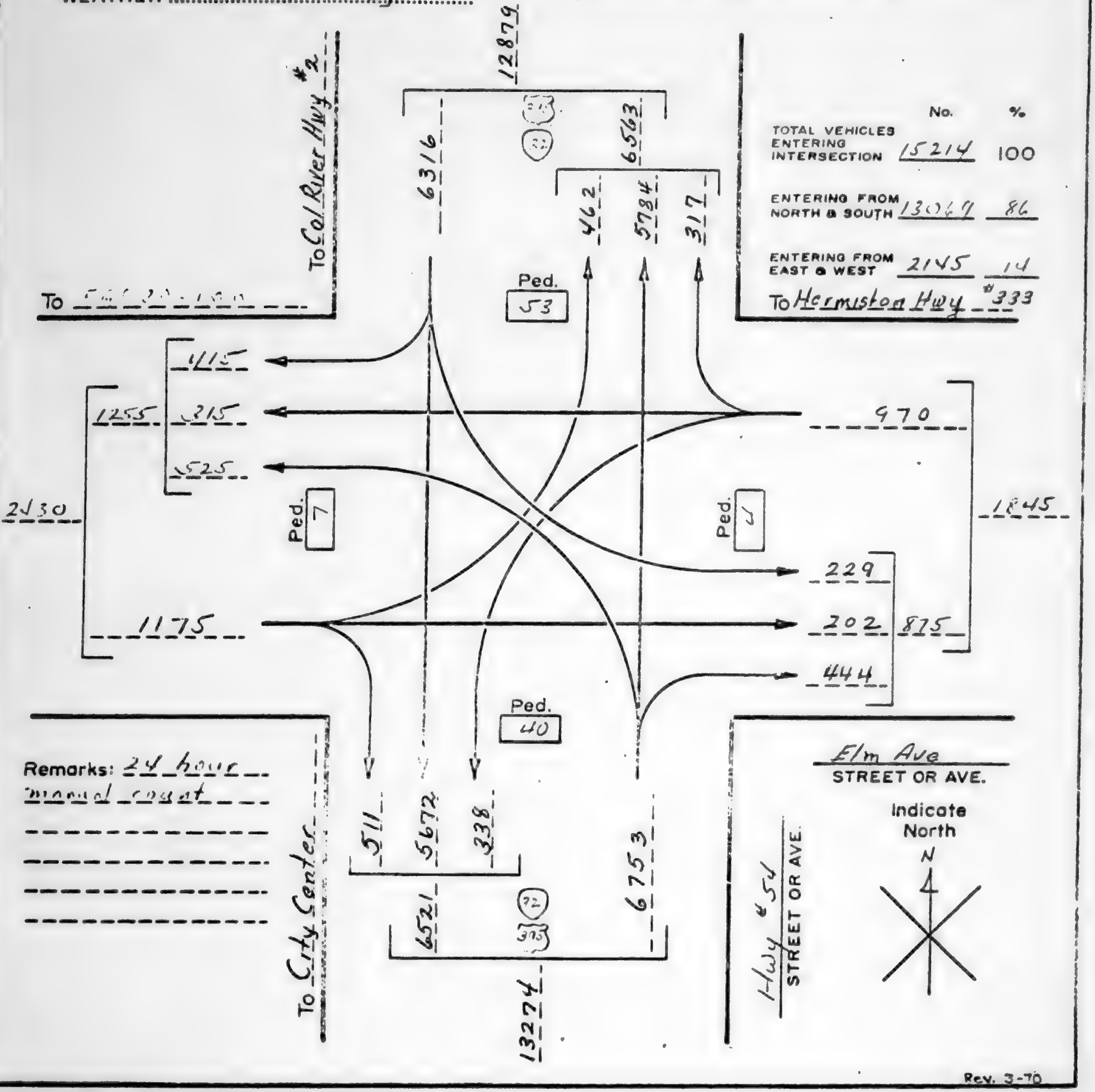
Thanks for congratulations
As he knows I am aware of the
Hermiston - Stanfield project and hope our
funding will permit its construction
I will follow progress of signal
projects

REGON STATE HIGHWAY DIVISI
AFFIC ENGINEERING SECTION

TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE May 24, 25 & 26 1976
DAY OF WEEK Mon, Tue & Wed
ACTUAL COUNT (VEH.) 24 HRS.
HOURS COUNTED 6A - 6A
PEDESTRIAN COUNT 24 HRS.
HOURS COUNTED 6A - 6A
WEATHER Clear & Cloudy

CITY OR COUNTY Hermiston
INTERSECTION OF [illegible]
Hwy #54 & Elm Ave
MILE POST 4.84
CLASSIFICATION All vehicles


12879
6316
6563
462
5734
317
To Col River Hwy #2
To [illegible]
To Hermiston Hwy #333
Ped. 53
415
215
525
1255
2130
970
1845
Ped. 7
Ped. 4
229
202
444
875
1175
Ped. 40
511
5672
338
6521
6753
13274
To City Center
Elm Ave
STREET OR AVE.
Hwy #54
STREET OR AVE.
Indicate North
N

	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	15214	100
ENTERING FROM NORTH & SOUTH	13069	86
ENTERING FROM EAST & WEST	2145	14

Remarks: 24 hour manual count

Rev. 3-70

RECEIVED
MAR 22 1972
FOR FILING

Rtg Hunter

4 Q
2-22-72

February 25, 1972

Mr. L. T. Harper
City Manager
City of Hermiston
295 East Main Street
Hermiston, Oregon 97838

15

Dear Mr. Harper:

On January 20 you wrote to Mr. Klaboe, Assistant State Highway Engineer, enclosing with your letter a copy of Ordinance No. 7 6 passed by the City Council concerning establishment of a truck route for ORE 207 in the City of Hermiston.

This matter was presented to the Highway Commission at its meeting February 22, 1972. The Commission concurred in the establishment of a truck route along N. W. 11th Street from its junction with Hermiston Avenue northerly to West Elm Avenue, and thense easterly along West Elm Avenue from N. W. 11th Street to East Diagonal Boulevard.

This concurrence was given with the understanding that a truck route is not to be a part of the State Highway system and that the State will not be responsible for maintaining the truck route.

The Highway Division will cooperate with the City to the extent that appropriate signing will be installed at the two terminal points of the route to direct truck traffic through the city.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:dr
cc George M. Baldwin
Tom Edwards
F. B. Klaboe
Gary Ross
Gary Sund
R. L. Schroeder
E. S. Hunter
R. N. Bothman
W. E. Schwartz

RECEIVED
FEB 16 1972
FOR FILING

Cty
of Hermiston

February 15, 1972

Oregon State Highway Commission

Gentlemen:

The City of Hermiston has passed an ordinance establishing a truck route through the city on ORE207 as shown on the attached sketch map. Oregon law requires Highway Commission concurrence in the establishment of this route.

The truck route will not be a part of the State Highway System and will not be State responsibility to maintain. The Highway Division will cooperate with the City to the extent that appropriate signing will be installed at the two terminal points of the route to direct truck traffic through the city.

This matter will be on the agenda for your consideration at the February 22 meeting and your concurrence is recommended.

Very truly yours,

George M. Baldwin
Administrator of Highways

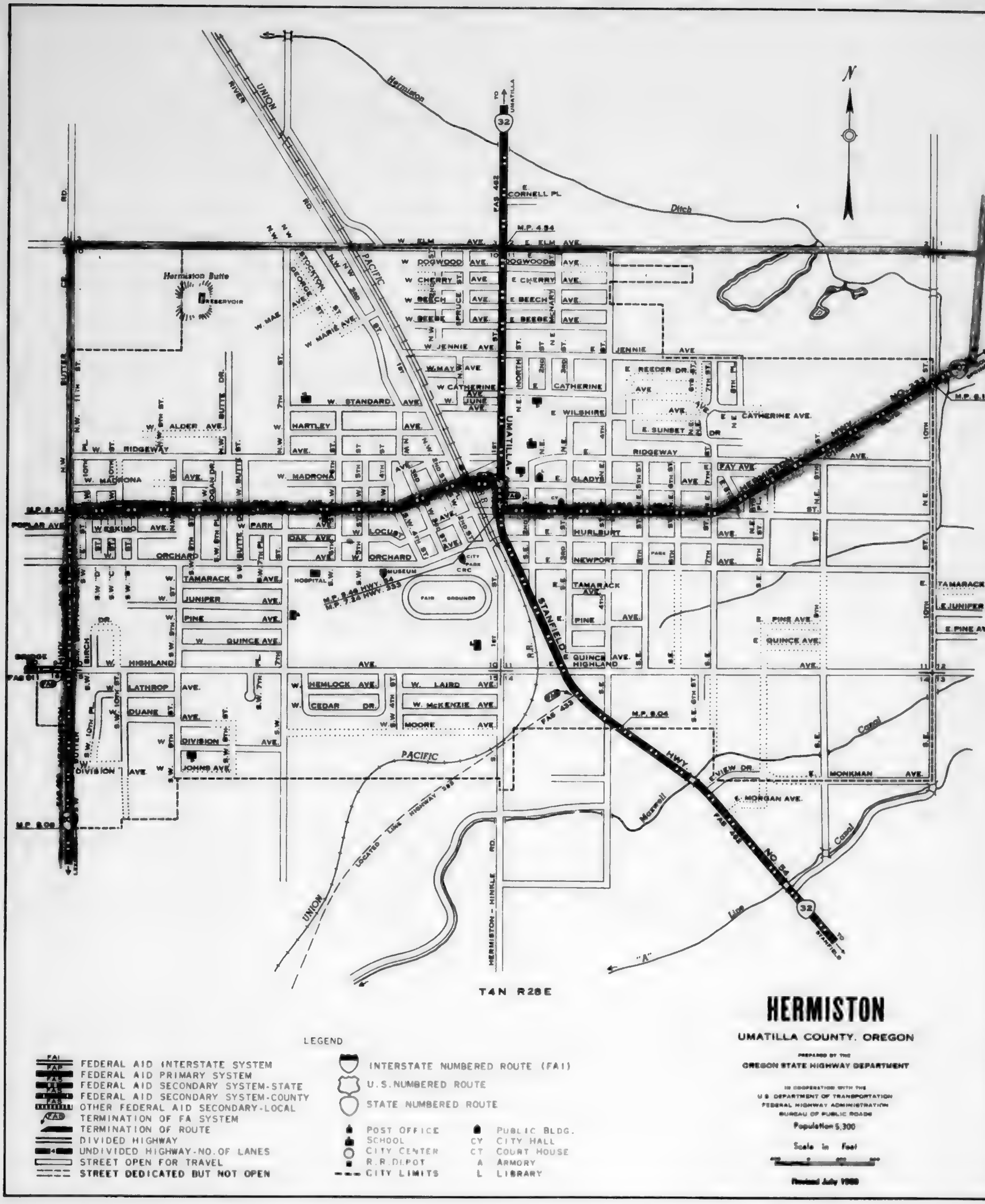
By

Tom Edwards
State Highway Engineer

Attachment

LEG:njc ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
Gary Ross
Gary Sund
R. L. Schroeder
E. S. Hunter
R. N. Bothman
W. E. Schwartz w/attachment


HERMISTON
UMATILLA COUNTY, OREGON
PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
Population 5,300
Scale in Feet
LEGEND
FEDERAL AID INTERSTATE SYSTEM
FEDERAL AID PRIMARY SYSTEM
FEDERAL AID SECONDARY SYSTEM-STATE
FEDERAL AID SECONDARY SYSTEM-COUNTY
OTHER FEDERAL AID SECONDARY-LOCAL
TERMINATION OF FA SYSTEM
TERMINATION OF ROUTE
DIVIDED HIGHWAY
UNDIVIDED HIGHWAY-NO. OF LANES
STREET OPEN FOR TRAVEL
STREET DEDICATED BUT NOT OPEN
INTERSTATE NUMBERED ROUTE (FAI)
U.S. NUMBERED ROUTE
STATE NUMBERED ROUTE
POST OFFICE
SCHOOL
CITY CENTER
R.R. DEPOT
CITY LIMITS
PUBLIC BLDG.
CY CITY HALL
CT COURT HOUSE
A ARMORY
L LIBRARY
T4N R28E
N
TO UMATILLA
TO STANFIELD
32
Hermiston Ditch
UNION PACIFIC
Hermiston Butte
RESERVOIR
FAIR GROUNDS
CITY PARK
MUSEUM
HOSPITAL
STANFIELD HWY. NO. 54
HERMISTON HWY. NO. 333
FAS 462
FAS 433
M.P. 4.94
M.P. 6.15
M.P. 8.04
M.P. 8.09
M.P. 8.34
W. ELM AVE.
E. ELM AVE.
HIGHLAND AVE.
RIDGEWAY AVE.
Maxwell Canal
"A" Line Canal
HERMISTON - HINKLE RD.
BUTTE RD.

Hermiston Highway

Proposed Truck Route

city
of
hermiston 295 EAST MAIN STREET / HERMISTON, OREGON / 97838

January 20, 1972

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Enclosed you will find a copy of Ordinance No. 716 which was passed by the city council at their regular meeting of January 10, 1972, concerning the establishment of a truck route for ORE 207 in the City of Hermiston. Enclosed you will also find a small city map showing the proposed truck route as indicated in red.

The biggest problem in regard to trucks are trucks that come from the south to the north on Highway 32 and then turn east on Main Street (ORE 207) to continue on a northeasterly direction to 207s intersection with 730. Proper truck route markings will have to be installed on Highway 32 from Main Street north to Elm Avenue so that the trucks will not be making the turn at Highway 32 and Main Street but will continue to Elm Avenue and then turn east which would then connect with 207 and on a northeast direction.

I hope that this ordinance and the accompanying map will suffice as the City's request for the establishment of this much needed truck route.

Sincerely,

L.T. Harper

L. T. Harper
City Manager

LTH/pat

Enclosures 2

RECEIVED
JAN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER
JAN 21 1972
TRAFFIC ENGINEER

ORDINANCE NO. 716

AN ORDINANCE DIRECTING THE ESTABLISHMENT OF A TRUCK ROUTE FOR ORE 207 IN THE CITY OF HERMISTON AND DECLARING AN EMERGENCY.

WHEREAS, the City Council of the City of Hermiston has for some time recognized the need to remove the highway truck traffic from the congested business area, and

WHEREAS, it was the recommandation of the City Planning Commission that Elm Avenue be opened, realigned and improved from N. W. 11th Street east to its intersection with Diagonal Boulevard (ORE 207) so that it may be used as a truck route, and

WHEREAS, the County Court of Umatilla County, through its road department, has completed the necessary improvements to Elm Avenue to handle truck traffic, and

WHEREAS, said County Court did on November 11, 1971, send a letter of endorsement for this truck route to the Division Engineer for Region 5 of the State Highway Department, and

WHEREAS, it appears to be in the best interest of the public to establish this truck route, now therefore

THE CITY OF HERMISTON DOES ORDAIN AS FOLLOWS:

SECTION 1. That a truck route for ORE 207 in the City of Hermiston be established along the following described route:

> On N. W. 11th Street from Hermiston Avenue (ORE 207) north to West Elm Avenue;
>
> On Elm Avenue from N. W. 11th Street east to Diagonal Boulevard (ORE 207 N. E.).

SECTION 2. Inasmuch as it is necessary for the health, safety, comfort and convenience of the people of the City of Hermiston that this ordinance have immediate effect, an emergency is hereby declared to exist, and this ordinance shall be in full force and effect from and after its passage and approval.

PASSED by the Common Council and APPROVED by the Mayor this 10th day of January, 1972.

L P Gray

MAYOR

ATTEST:

Robert D. [illegible]

CITY RECORDER

AND DECLARING AN EMERGENCY.

WHEREAS, the City Council of the City of Hermiston has for some time recognized the need to remove the highway truck traffic from the congested business area, and

WHEREAS, it was the recommendation of the City Planning Commission that Elm Avenue be opened, realigned and improved from N. W. 11th Street east to its intersection with Diagonal Boulevard (ORE 207) so that it may be used as a truck route, and

WHEREAS, the County Court of Umatilla County, through its road department, has completed the necessary improvements to Elm Avenue to handle truck traffic, and

WHEREAS, said County Court did on November 11, 1971, send a letter of endorsement for this truck route to the Division Engineer for Region 5 of the State Highway Department, and

WHEREAS, it appears to be in the best interest of the public to establish this truck route, now therefore

THE CITY OF HERMISTON DOES ORDAIN AS FOLLOWS:

SECTION 1. That a truck route for ORE 207 in the City of Hermiston be established along the following described route:

> On N. W. 11th Street from Hermiston Avenue (ORE 207) north to West Elm Avenue;
>
> On Elm Avenue from N. W. 11th Street east to Diagonal Boulevard (ORE 207 N. E.).

SECTION 2. Inasmuch as it is necessary for the health, safety, comfort and convenience of the people of the City of Hermiston that this ordinance have immediate effect, an emergency is hereby declared to exist, and this ordinance shall be in full force and effect from and after its passage and approval.

PASSED by the Common Council and APPROVED by the Mayor this 10th day of January, 1972.

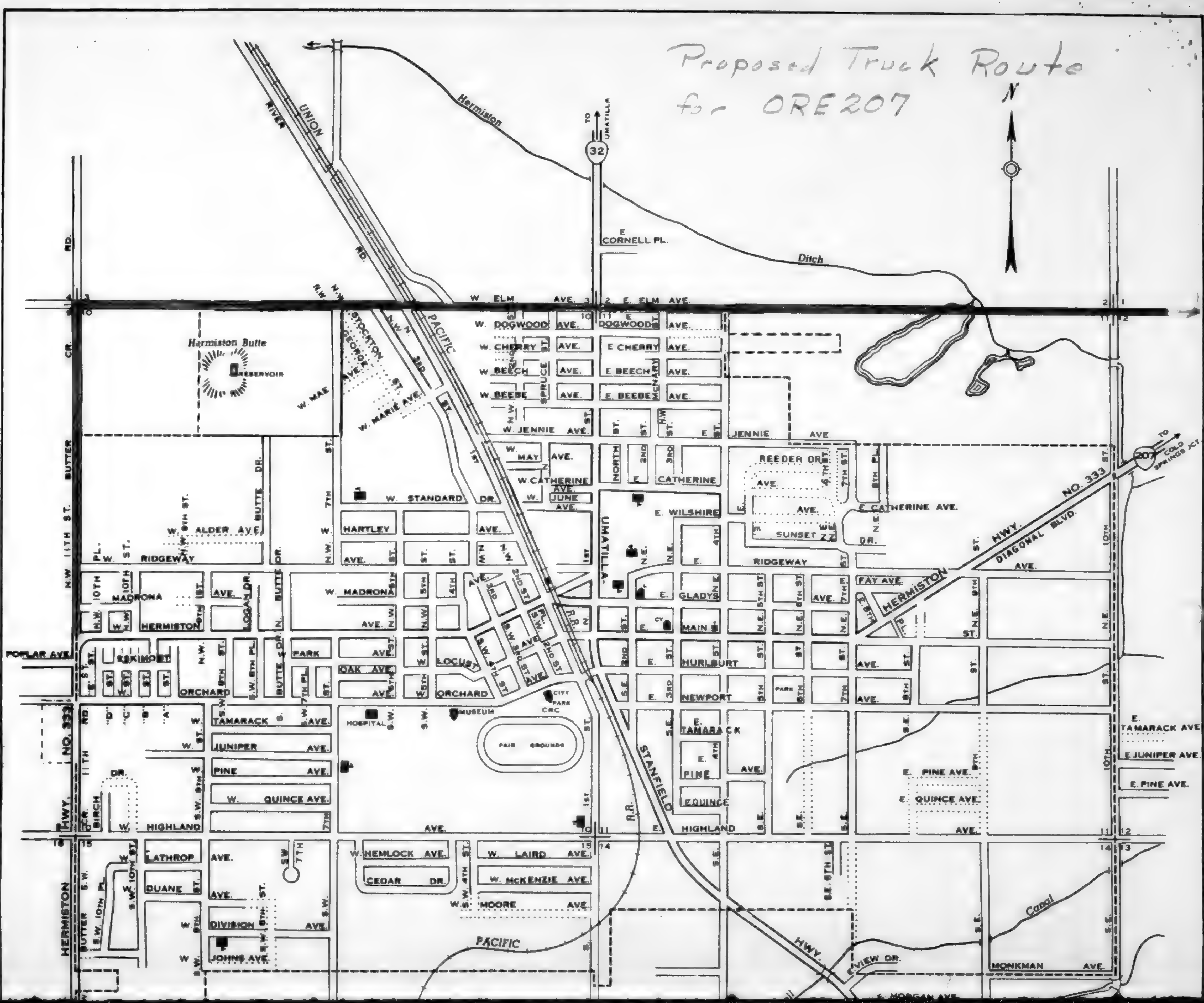
L. P. Gray

MAYOR

ATTEST:

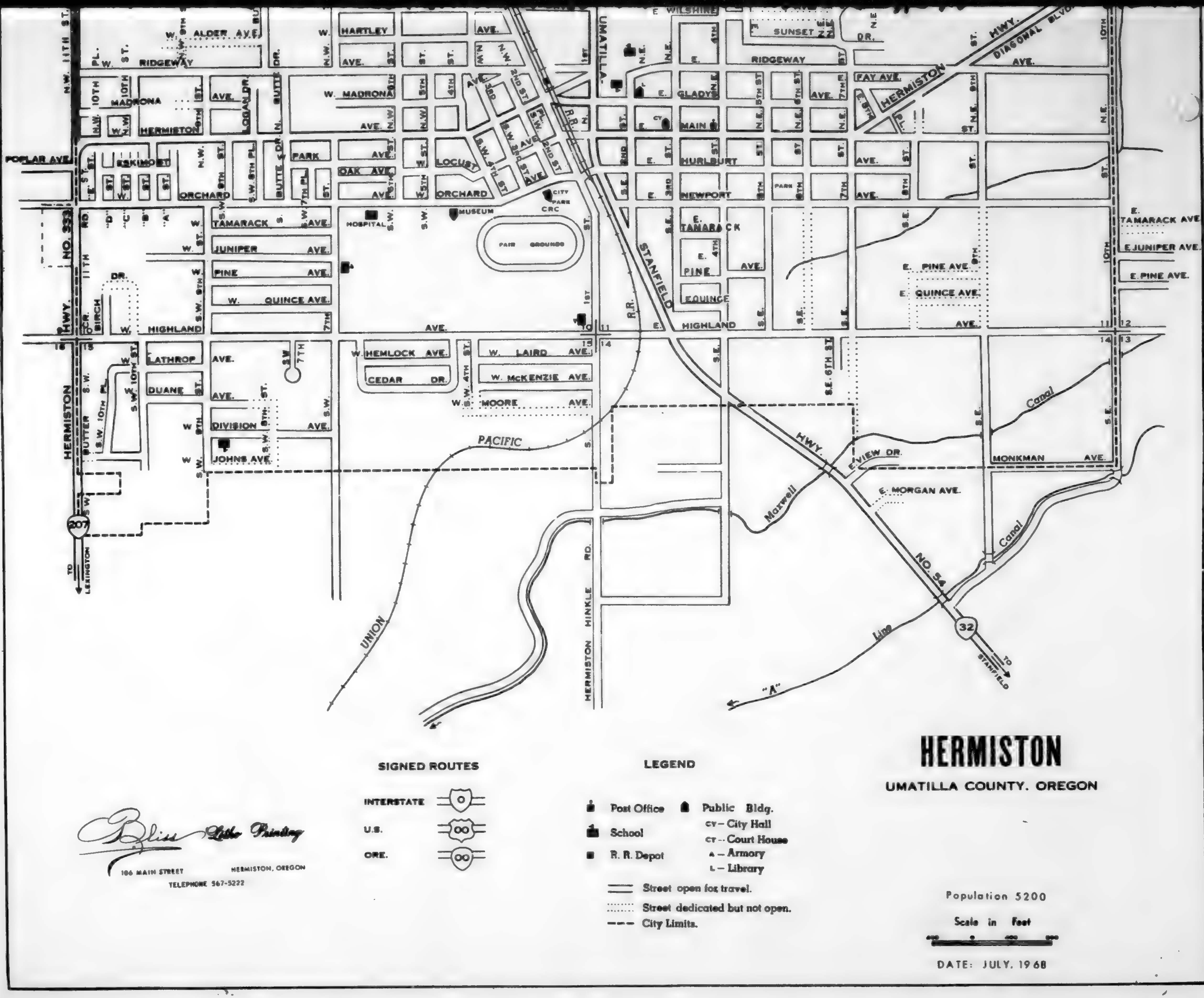
Robert D. Ooby

CITY RECORDER



Proposed Truck Route for ORE207

N
TO UMATILLA
32
Hermiston Ditch
UNION PACIFIC
RIVER RD.
W. ELM AVE.
E. ELM AVE.
E. CORNELL PL.
Hermiston Butte
RESERVOIR
BUTTER CR.
N.W. 11TH ST.
UMATILLA
STANFIELD HWY.
HERMISTON HWY. NO. 333
DIAGONAL BLVD.
TO COLD SPRINGS JCT.
207
CITY PARK
FAIR GROUNDS
MUSEUM
HOSPITAL
R.R.
PACIFIC
Canal
POPLAR AVE.
HERMISTON BUTTER
HWY. NO. 333
W. HIGHLAND AVE.
E. HIGHLAND AVE.
MONKMAN AVE.
E. MORGAN AVE.
E. VIEW DR.
E. TAMARACK AVE.
E. JUNIPER AVE.
E. PINE AVE.
E. QUINCE AVE.
RIDGEWAY
10TH ST.


N.W. 11TH ST.
W. ALDER AVE.
W. HARTLEY AVE.
RIDGEWAY
W. MADRONA
HERMISTON
POPLAR AVE.
ESKIMO
ORCHARD
LOGAN DR.
BUTTE DR.
PARK
OAK AVE.
LOCUST
UMATILLA
E. WILSHIRE
SUNSET
E. GLADYS
E. MAIN ST.
HURLBURT
NEWPORT
FAY AVE.
HERMISTON
DIAGONAL BLVD.
HWY.
E. TAMARACK
E. TAMARACK AVE.
E. JUNIPER AVE.
E. PINE AVE.
E. QUINCE AVE.
EQUINCE
PINE
HOSPITAL
MUSEUM
CITY PARK
CRC
FAIR GROUNDS
W. TAMARACK AVE.
W. JUNIPER AVE.
W. PINE AVE.
W. QUINCE AVE.
W. HIGHLAND AVE.
E. HIGHLAND
STANFIELD
R.R.
HWY. NO. 333
BIRCH
DR.
LATHROP AVE.
DUANE AVE.
DIVISION AVE.
JOHNS AVE.
BUTTER
S.W. 10TH PL.
S.W. 10TH ST.
S.W. 7TH
W. HEMLOCK AVE.
CEDAR DR.
W. LAIRD AVE.
W. McKENZIE AVE.
MOORE AVE.
S.E. 6TH ST.
PACIFIC
UNION
HERMISTON HINKLE RD.
Maxwell
E. VIEW DR.
E. MORGAN AVE.
MONKMAN AVE.
Canal
HWY. NO. 54
32
TO STANFIELD
Line
"A"
207
TO LEXINGTON

HERMISTON

UMATILLA COUNTY, OREGON

SIGNED ROUTES

- INTERSTATE
- U.S.
- ORE.

LEGEND

- Post Office
- School
- R. R. Depot
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel.
- Street dedicated but not open.
- City Limits.

Population 5200

Scale in Feet

DATE: JULY, 1968

Bliss Litho Printing
106 MAIN STREET HERMISTON, OREGON
TELEPHONE 567-5222

RECEIVED
DEC 17 1971

FOR FILING

Macy/
Tom/
Ptg.
Thomaston

December 15, 1971

Mr. L. T. Harper
City Manager
City Hall
Hermiston, OR 97838

Dear Mr. Harper:

Mr. Coulter has referred to this office your October 29 letter concerned with the establishment of a truck route for ORE207 in Hermiston.

Oregon law empowers a city council to take the necessary action to establish a truck route through an incorporated city. It also requires the Highway Commission to concur with the action taken.

If the City wishes to proceed with establishing a truck route and will send us a copy of the ordinance passed concerning this matter, it will be presented to the Highway Commission for their concurrence. The Highway Division is willing to cooperate by installing appropriate signing to advise traffic of the truck route.

In your letter to Mr. Coulter, you also requested information concerning a possible revision of ORE207. It is not entirely clear what action you desire concerning this matter. If the City wishes to completely remove ORE207 from its present route and establish this routing via the proposed truck route, it would be necessary to have our Region office conduct an analysis of the street system in order to ensure its acceptability as a state route. If the City desires to have routing of ORE207 both via the truck route and on its existing route, we could not recommend such a proposal to the Commission. Duplicate routings are extremely difficult to properly sign for safe traffic operation. Please advise the City's wishes in this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc Honorable C. E. Lassen
Umatilla County Judge

bc R. L. Porter
Tom Edwards
L. E. George
H. S. Cox
H. S. Coulter
LEG:lp la

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
November 15, 1971

SUBJECT:

Proposed Truck Route
City of Hermiston

To:

Mr. F. B. Crandall
Traffic Engineer

SALEM

Attention Mr. L. E. George

I am attaching copies of correspondence from Tom Harper, Hermiston City Manager, and the Umatilla County Court, relative to establishment of a truck route in Hermiston. There has been correspondence regarding this truck route going back to April, 1968. It now appears that the County and City are anxious to have this truck route established.

It is my understanding that truck routes can be established by the local governmental agency. That the Highway Division will, wherever it is practical, go along with these requests and permit the City and County to so designate truck routes, with the understanding that the maintenance is their responsibility, not that of the Highway Division. If this is the case, would you take any necessary steps and advise us what we should tell the City, including the recommended signing plan suggested in Mr. Klaboe's letter of December 16, 1970. Removal of the truck traffic from Main Street in Hermiston, we believe, would result in easier flow of traffic through the City.

H S Coulter
H. S. Coulter
Regional Engineer

HSC:sh
Attachments

cc H. S. Cox w/attach

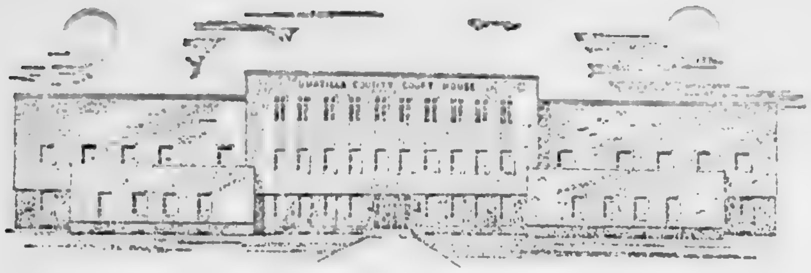
TRAFFIC CONTROL
ENGINEER

NOV 17 1971
TRAFFIC ENGINEER

NOTED
L.E GEORGE

C. E. LASSEN, COUNTY JUDGE

COMMISSIONERS
RAYMOND E. REES
RAYMOND BEVANS



UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON 97801

November 11, 1971

NOTED
R. HECTOR

Mr. Scott Coulter, Division Engineer
Region 5 - Highway Division
La Grande, Oregon 97850

Dear Sir:

Please consider this letter as an endorsement to the City of Hermiston's request that a truck by-pass route be created around the City of Hermiston as outlined in their letter to you, dated October 29, 1971.

Sincerely yours,

UMATILLA COUNTY COURT

C.E. Lassen
COUNTY JUDGE

R.E. Rees
COUNTY COMMISSIONER

Raymond Bevans
COUNTY COMMISSIONER

CEL:pms
cc: L. T. Harper, City Manager

city
of
hermiston
295 EAST MAIN STREET / HERMISTON, OREGON / 97838

NOTED
DIRECTOR

October 29, 1971

Mr. Scott Coulter, Division Engineer
Region 5 Highway Division
La Grande, Oregon 97850

[illegible]

Dear Mr. Coulter:

As you know, the City of Hermiston has been endeavoring to create a truck by-pass route around the City of Hermiston for Highway 207.

The Umatilla County Court has cooperated to the extent that they have improved Elm Avenue so that now it is a hard surfaced paved route from N.W. 11th Street (Buttercreek Road) east to Highway 207 (Diagonal Boulevard). That section of N.W. 11th Street from Poplar Avenue to Elm Avenue does have an asphaltic concrete surface.

Enclosed you will find a small city map upon which I have outlined in red the proposed truck by-pass route for Highway 207.

As you know, the trucks have a most difficult time negotiating the 90° turns off Highway 32 onto Highway 207 at their intersection of First and Main Streets. For this reason, the truckers coming north on Highway 32 but desiring to go northeast when leaving Hermiston on Highway 207 use S.E. 4th Street and S.E. 2nd Street as well as the Highway 32 intersection with Highway 207 to try to successfully navigate the 90° turns on Main Street and try to avoid a real traffic problem by their occupancy of nearly the entire width of Main Street in order to make their turn.

It is the City of Hermiston's desire to eliminate this problem by having the trucks coming north on Highway 32 continue on said highway until they come to the Elm Avenue intersection and then progressing in either an east or west direction should they so desire to use Highway 207 in seeking their destination. Likewise, trucks coming south on Highway 32 could do the same thing. Trucks coming into Hermiston on Highway 207 either from the south and/or from the northeast could use this proposed truck by-pass route in seeking their destination ahd thus eliminate the congestion of the through traffic problem that presently exists in the central core area of this community.

The city council would like to see the establishment of this truck by-pass route as soon as possible. As you know, Highway 32 within the community has now been completed to a 4-lane facility and would more than adequately handle the north-south routing of the truck traffic. Would you kindly advise as to the proper steps to be taken by this city in establishing this truck by-pass.

I asked Mr. Fredrickson upon one of his visits to this community his opinion as to the possibility of establishing this proposed route as Highway 207 and establishing Hermiston Avenue from N.W. 11th Street to Highway 32, thence on Highway 32 north to Elm Avenue as a city section for Highway 207. Your thoughts concerning this relocation of Highway 207 would be most appreciated as Hermiston, due to the growth activities both within and surrounding the community, is increasing in highway traffic - and in particular, truck highway traffic - to a very great extent. With the development of irrigated potato acreages and other allied agricultural activities within this area, it is anticipated that the growth factor will probably be double that of the norm and, of course, additional vehicular traffic will accommodate this growth.

The city planning commission and the city council are presently upgrading and revising the City Comprehensive Plan, and part of this study encompasses the major thoroughfares and arterial streets that are presently within the community and those that will need to be established as the demand arises. If this re-routing can be considered at this time it will assist the planning commission and the city council in their studies of the traffic patterns throughout this community and surrounding area.

Your earliest consideration to this request will be most appreciated.

Sincerely,

L. T. Harper

L. T. Harper
City Manager

LTH/pat

Enclosure

CC: Umatilla County Court

COPY

October 29, 1971

The Honorable C. E. Lassen &
County Commissioners
Umatilla County Courthouse
Pendleton, Oregon 97801

Gentlemen:

Enclosed you will find a map outlining the proposed truck route that the City has been endeavoring to have established for Highway 207. You will also find enclosed a communication to Scott Coulter, Division Engineer for Region 5 State Highway Department, concerning the city council's thoughts and, hopefully, relocating Highway 207 within this area.

The city council is quite anxious to have the truck route established as soon as possible, and upon receipt from Mr. Coulter as to the requirements of the Highway Department, such as signing and other appurtenances, have been established we will let you know so that close cooperation between the City and the County may be had in regard to this major truck problem here in the west end of this county.

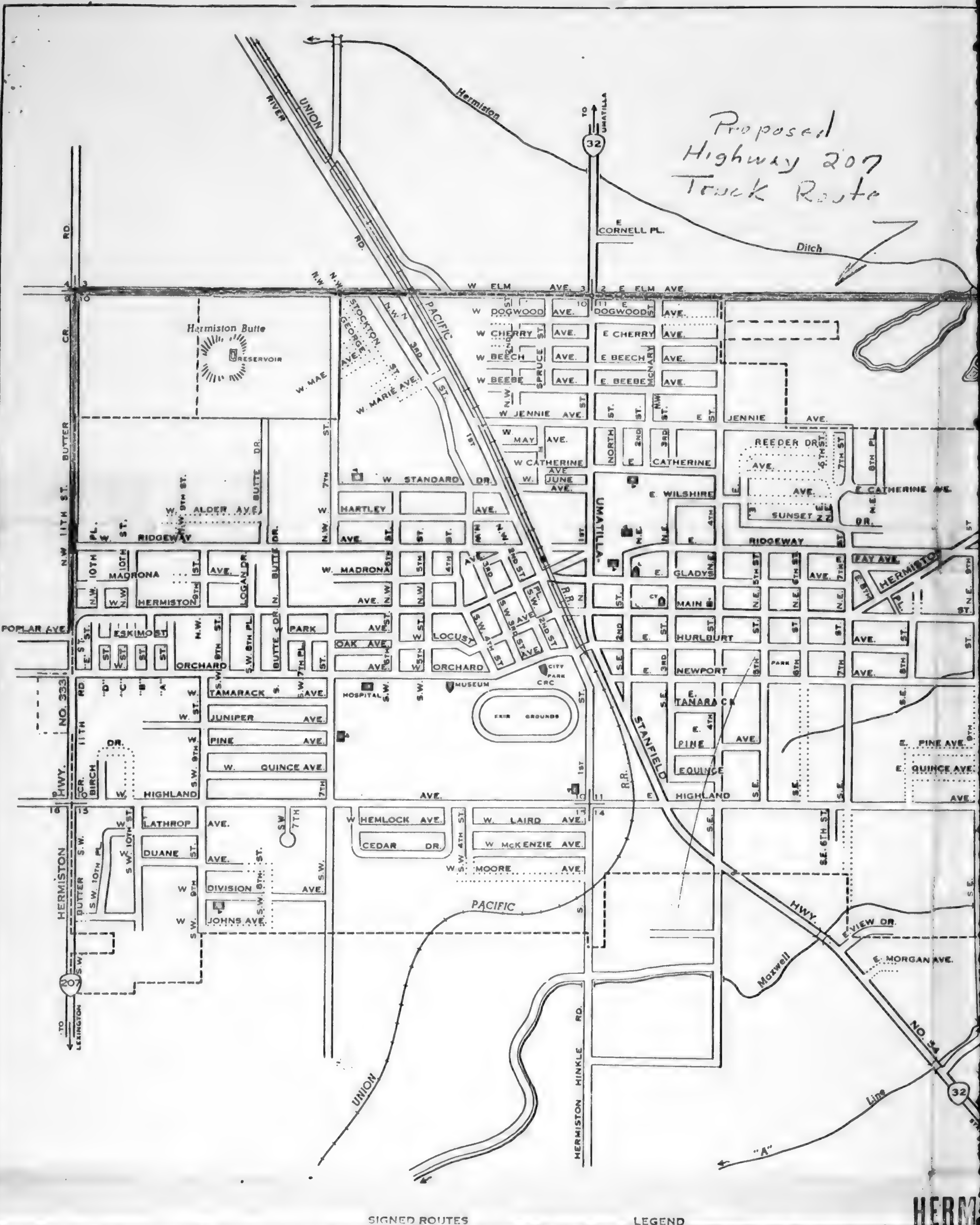
Sincerely yours,

L. T. Harper
City Manager

LTH/pat

Enclosures 2

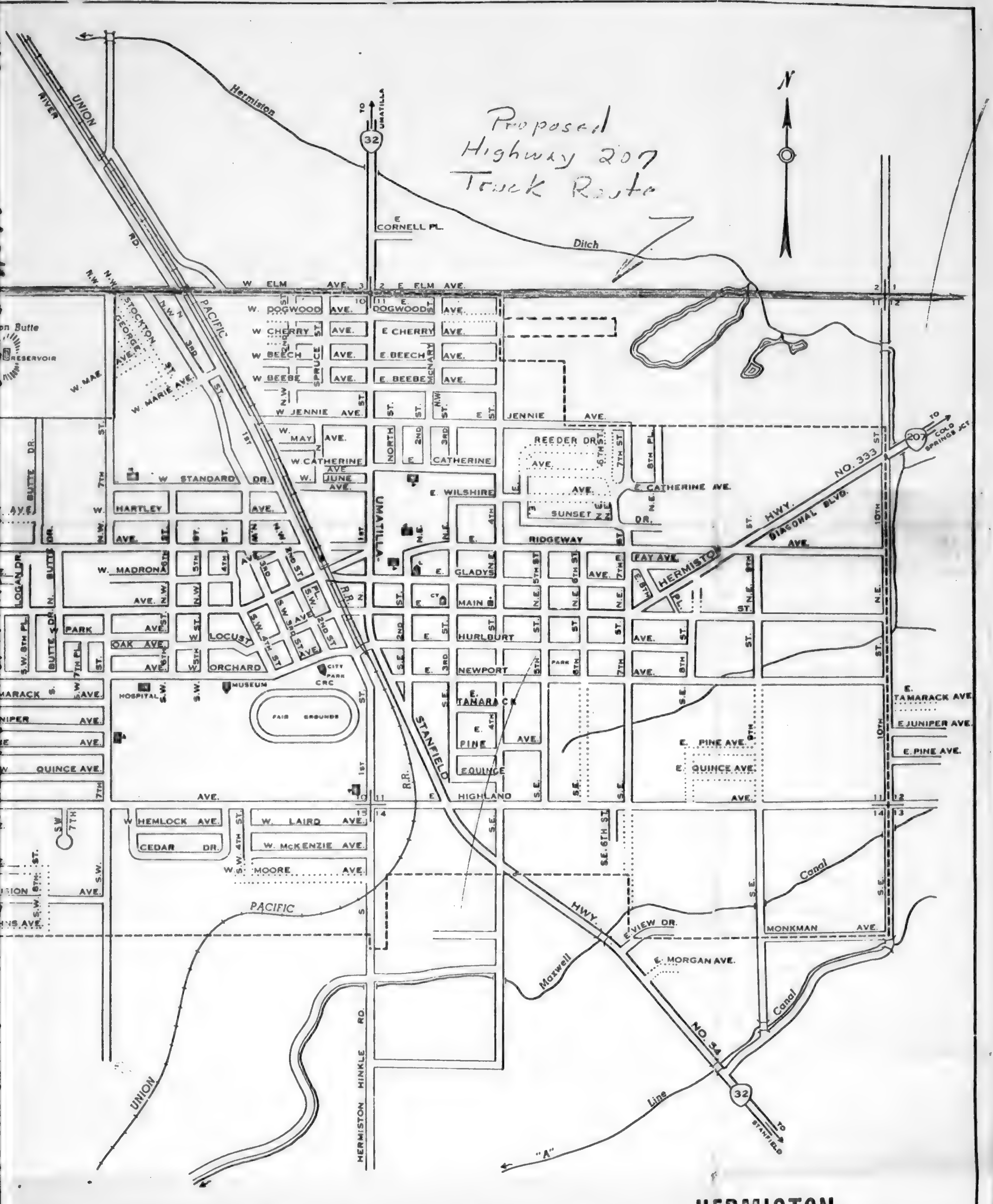
CC: \Scott Coulter


Hermiston
Ditch
TO UMATILLA
32
UNION
PACIFIC
RIVER
RD.
E CORNELL PL.
W ELM AVE.
E ELM AVE.
Hermiston Butte
RESERVOIR
BUTTER CR. RD.
N.W. 11TH ST.
STOCKTON
GEORGE AVE.
W. MAE
W. MARIE AVE.
N.W. 3RD ST.
W DOGWOOD AVE.
DOGWOOD AVE.
W CHERRY AVE.
E CHERRY AVE.
W BEECH AVE.
E BEECH AVE.
W BEEBE AVE.
E. BEEBE AVE.
SPRUCE ST.
MCNARY ST.
W JENNIE AVE.
E JENNIE AVE.
W MAY AVE.
W CATHERINE AVE.
CATHERINE
E CATHERINE AVE.
W JUNE AVE.
NORTH ST.
REEDER DR.
SUNSET DR.
W STANDARD DR.
E. WILSHIRE
UMATILLA
W. 9TH ST.
W. ALDER AVE.
BUTTE DR.
W HARTLEY AVE.
W. RIDGEWAY AVE.
RIDGEWAY
FAY AVE.
HERMISTON
MADRONA AVE.
W. MADRONA AVE.
E. GLADYS
HERMISTON AVE.
LOGAN DR.
R.R.
MAIN
POPLAR AVE.
ESKIMO ST.
W PARK AVE.
HURLBURT
OAK AVE.
LOCUST
ORCHARD
NEWPORT
PARK
CITY PARK
CRC
TAMARACK AVE.
E. TAMARACK
HOSPITAL
MUSEUM
FAIR GROUNDS
W. JUNIPER AVE.
W. PINE AVE.
PINE AVE.
E. PINE AVE.
W. QUINCE AVE.
E QUINCE
E. QUINCE AVE.
STANFIELD HWY.
BIRCH DR.
W. HIGHLAND AVE.
E. HIGHLAND
NO. 333
W LATHROP AVE.
W HEMLOCK AVE.
W. LAIRD AVE.
CEDAR DR.
W. McKENZIE AVE.
DUANE ST.
S.W. MOORE AVE.
W DIVISION AVE.
JOHNS AVE.
PACIFIC
S.E. 6TH ST.
E VIEW DR.
E. MORGAN AVE.
Maxwell
NO. 54
HERMISTON HINKLE RD.
HERMISTON BUTTER S.W.
207
TO LEXINGTON
UNION
"A" Line
32
HERM

Proposed
Highway 207
Truck Route

SIGNED ROUTES

LEGEND


N
TO UMATILLA
32
Hermiston
Ditch
UNION
RIVER
RD.
PACIFIC
E CORNELL PL.
W ELM AVE.
E ELM AVE.
W. DOGWOOD AVE.
E. DOGWOOD AVE.
W CHERRY AVE.
E CHERRY AVE.
W BEECH AVE.
E.BEECH AVE.
W BEEBE AVE.
E. BEEBE AVE.
SPRUCE
MCNARY
STOCKTON
GEORGE
W. MAE
W MARIE AVE.
RESERVOIR
W JENNIE AVE.
E JENNIE AVE.
W. MAY AVE.
W.CATHERINE AVE
CATHERINE
W. JUNE AVE.
W STANDARD DR.
REEDER DR.
E. WILSHIRE
E. CATHERINE AVE.
SUNSET DR.
UMATILLA
W. HARTLEY AVE.
RIDGEWAY AVE.
W. MADRONA AVE.
E. GLADYS
FAY AVE.
HERMISTON HWY. NO. 333
DIAGONAL BLVD.
TO COLD SPRINGS JCT.
207
MAIN
LOGAN DR.
BUTTE DR.
PARK AVE.
OAK AVE.
LOCUST
HURLBURT AVE.
ORCHARD
NEWPORT AVE.
CITY PARK
CRC
HOSPITAL
MUSEUM
TAMARACK AVE.
E. TAMARACK AVE.
JUNIPER AVE.
E JUNIPER AVE.
E. PINE AVE.
E QUINCE AVE.
QUINCE AVE.
FAIR GROUNDS
STANFIELD HWY. NO. 54
R.R.
HIGHLAND AVE.
W HEMLOCK AVE.
W. LAIRD AVE.
W. McKENZIE AVE.
CEDAR DR.
W. MOORE AVE.
Canal
MONKMAN AVE.
E VIEW DR.
E. MORGAN AVE.
Maxwell
PACIFIC
UNION
HERMISTON HINKLE RD.
Line
"A"
TO STANFIELD
10TH ST.

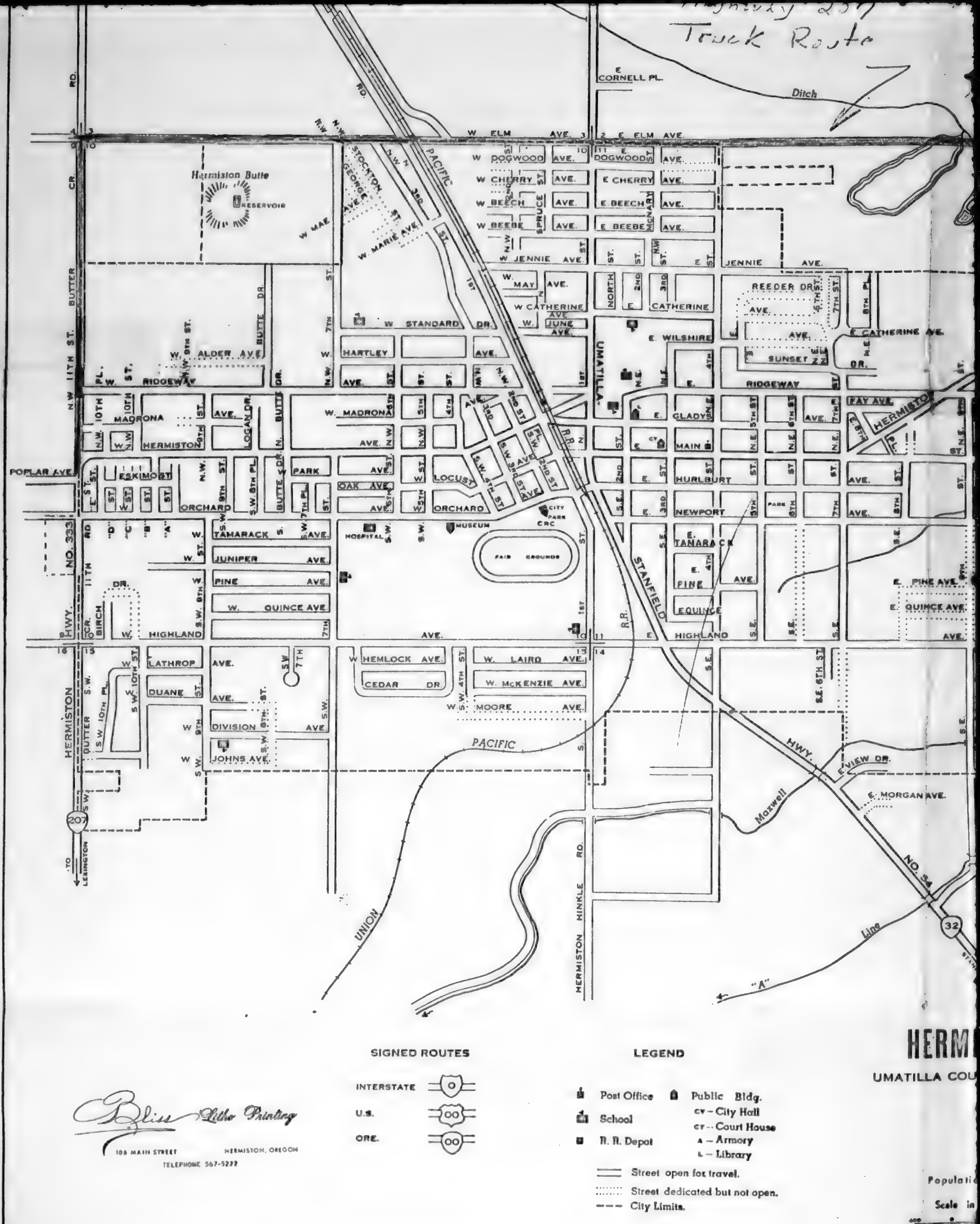
Proposed
Highway 207
Truck Route

HERMISTON

SIGNED ROUTES

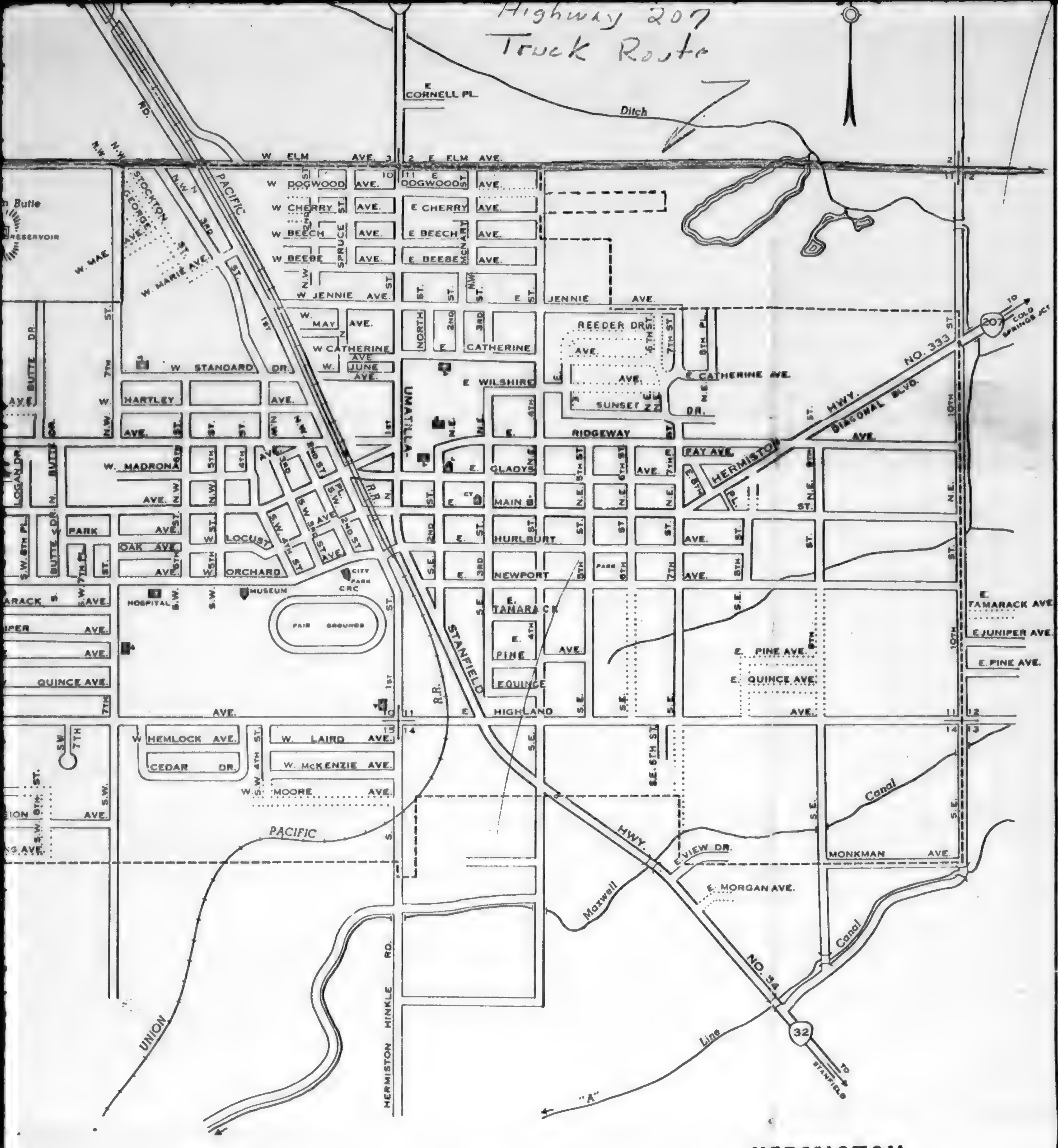
LEGEND

Highway 207
Truck Route



E CORNELL PL.
Ditch
W ELM AVE.
E ELM AVE.
BUTTER CR. RD.
Harmiston Butte
RESERVOIR
W DOGWOOD AVE.
E DOGWOOD AVE.
W CHERRY AVE.
E CHERRY AVE.
W BEECH AVE.
E BEECH AVE.
W BEEBE AVE.
E BEEBE AVE.
SPRUCE ST.
McNARY
STOCKTON
GEORGE
W MAE AVE.
W MARIE AVE.
N.W. N. RD.
PACIFIC
W JENNIE AVE.
E JENNIE AVE.
W. MAY AVE.
W CATHERINE AVE.
E CATHERINE
E CATHERINE AVE.
W JUNE AVE.
REEDER DR.
W STANDARD DR.
E WILSHIRE
SUNSET DR.
W. ALDER AVE.
BUTTE DR.
HARTLEY AVE.
N.W. 11TH ST.
W RIDGEWAY
RIDGEWAY
UMATILLA
MADRONA AVE.
W. MADRONA
LOGAN DR.
FAY AVE.
HERMISTON
HERMISTON AVE.
E. GLADYS
MAIN
POPLAR AVE.
ESKIMO ST.
PARK AVE.
OAK AVE.
LOCUST
HURLBURT
ORCHARD
ORCHARD
NEWPORT
PARK
CITY PARK
MUSEUM
HOSPITAL
W. TAMARACK S. AVE.
E. TANARACK
FAIR GROUNDS
W. JUNIPER AVE.
NO. 333
W. PINE AVE.
E. PINE
E. PINE AVE.
W. QUINCE AVE.
E. QUINCE AVE.
E QUINCE AVE.
EQUINCE
STANFIELD
R.R.
BIRCH
HWY.
W. HIGHLAND
HIGHLAND AVE.
E HIGHLAND
LATHROP AVE.
W HEMLOCK AVE.
W. LAIRD AVE.
DUANE AVE.
CEDAR DR.
W. McKENZIE AVE.
W. S. MOORE AVE.
W DIVISION AVE.
JOHNS AVE.
HERMISTON
BUTTER
S.W. 10TH PL.
PACIFIC
E VIEW DR.
E MORGAN AVE.
Maxwell
HWY.
NO. 54
32
207
TO LEXINGTON
UNION
HERMISTON HINKLE RD.
Line
"A"
HERM
UMATILLA COU
Populati
Scale in
DATE: JU
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
Public Bldg.
School
CH – City Hall
R. R. Depot
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.
Bliss Litho Printing
106 MAIN STREET HERMISTON, OREGON
TELEPHONE 567-5232

Highway 207
Truck Route


E CORNELL PL.
Ditch
W ELM AVE.
E ELM AVE.
W DOGWOOD AVE.
E DOGWOOD ST
W CHERRY AVE.
E CHERRY AVE.
W BEECH AVE.
E BEECH AVE.
W BEEBE AVE.
E BEEBE AVE.
SPRUCE ST
MCNARY
W JENNIE AVE.
E JENNIE AVE.
STOCKTON
GEORGE AVE.
W. MAE
W. MARIE AVE.
PACIFIC
UNION
Butte
RESERVOIR
W. MAY AVE.
W CATHERINE AVE
CATHERINE
W. JUNE AVE.
W STANDARD DR.
NORTH ST.
REEDER DR.
SUNSET DR.
E CATHERINE AVE.
E WILSHIRE
UMATILLA
RIDGEWAY
HARTLEY AVE.
W. MADRONA
LOGAN DR.
BUTTE DR.
E. GLADYS
FAY AVE.
HERMISTON HWY. NO. 333
DIAGONAL BLVD.
207
TO COLD SPRINGS JCT
MAIN
PARK
OAK AVE.
LOCUST
ORCHARD
E. HURLBURT
E. NEWPORT
CITY PARK
MUSEUM
HOSPITAL
FAIR GROUNDS
TAMARACK AVE.
E. TAMARACK
E TAMARACK AVE.
E JUNIPER AVE.
E. PINE AVE.
E. PINE AVE.
QUINCE AVE.
E. QUINCE AVE.
E. EQUINCE
E HIGHLAND
W HEMLOCK AVE.
CEDAR DR.
W. LAIRD AVE.
W. McKENZIE AVE.
W. MOORE AVE.
STANFIELD HWY. NO. 54
R.R.
E VIEW DR.
E. MORGAN AVE.
MONKMAN AVE.
Maxwell
Canal
"A" Line
32
TO STANFIELD
HERMISTON HINKLE RD.
10TH ST.

HERMISTON

UMATILLA COUNTY, OREGON

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

Printing
HERMISTON, OREGON

LEGEND

- Post Office
- Public Bldg.
  - CY – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- School
- R. R. Depot

Street open for travel.
Street dedicated but not open.
City Limits.

Population 5200

Scale in Feet

400 0 400 800

DATE: JULY, 1968

10,010

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

June 28, 1976
Salem, Oregon

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Downscoping Analysis
Hermiston-Stanfield Section
Umatilla-Stanfield Highway

TO: E. S. Hunter
Deputy State Highway Engineer

Based on our review and analysis we should plan to stage construct the Hermiston-Stanfield Junction Section. We can downscope to a 32' wide overlay to solve the immediate needs for safety and serviceability at a cost of less then $2 million. The modern two lane, full shoulder section would be constructed in five to seven years depending on traffic growth. This would provide adequate service and capacity for the medium-term (10 years) and even the long-term (20 years) if I-82 is constructed. The third stage would be the construction of the final two lanes of the four lane section. This work would be planned for 1990 or whenever the need for a full four lane section was justified.

Unfortunately we cannot downscope the decision on right of way. It is an either/or situation. Either we buy now for the four lanes or the two lanes or we forget these options. In a couple of years this area will develop and right of way will escalate until purchasing for highway expansion will be out of the question.

JHV:jh

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
June 28, 1976

FROM: A. D. Olson
Preliminary Design Engineer

SUBJECT: Hermiston-Stanfield Section
Umatilla-Stanfield Highway

TO: MEMORANDUM TO THE FILES

As requested a review of downscoping the Hermiston-Stanfield Section to a safety overlay project was made by reviewing the plan, profile and occasional cross section. It appears that a 32' section could be provided through most of the length, with five places where vertical alignment improvements should be made, six structures replaced or widened and approximately 1-1/2 miles of climbing lane provided. This has been estimated to cost approximately $2 million. The allowance would include right of way but no area was estimated.

The original concept was based on a 44' section (12's and 10's with 6:1 rock slopes) and right of way for a future 4 lanes. This is estimated to cost $4,400,000 including 67 acres of right of way estimated at $440,000. A reduced concept to AASHTO minimum standards (40' section - 12's and 8's with 4:1 rock slopes) with only the necessary right of way for two lanes was estimated to cost $3,800,000 including 26 acres prorated to cost $170,000.

ADO:jh

STANFIELD JUNCTION - HERMISTON SECTION

SUMMARY OF RIGHT OF WAY COSTS

Dec 31, '75

Corridor est.

LAND	$204,350.00
IMPROVEMENTS	129,800.00
DAMAGES	31,500.00
SIGNS	10,000.00
RELOCATION	52,050.00
FENCING (Estimated)	12,000.00
TOTAL	$439,700.00

67 TOTAL ESTIMATED FILES.....

SUMMARY OF CONTENTS.....

1. GENERAL STATEMENT
2. DEVELOPMENT TRENDS
3. PRESENT NEW PLANNED DEVELOPMENT
4. IRRIGATION
5. AREAS NOT COVERED BY THIS REPORT
6. IMPROVEMENTS TAKEN, DAMAGES, RELOCATION COSTS
7. LAND VALUES
8. SIGNS
9. SALES & COST OF REPLACEMENT
10. COPY OF AFFECTED PLANNED DEVELOPMENT

4 lane	2 lane
farmers market	✓
Trailer HO —	✓
32x46 ho	✓
house	NO
3 buildings ~~houses~~	No
shed	NO
barn	no

Ralph V Carter
RALPH V. CARTER
Regional Appraiser

RVC/crp

LAND	$204,350.00
IMPROVEMENTS	129,800.00
DAMAGES	31,500.00
SIGNS	10,000.00
RELOCATION	52,050.00
FENCING (Estimated)	12,000.00
TOTAL	$439,700.00

67. TOTAL ESTIMATED FILES.....

SUMMARY OF CONTENTS.....

1. GENERAL STATEMENT
2. DEVELOPMENT TRENDS
3. PRESENT NEW PLANNED DEVELOPMENT
4. IRRIGATION
5. AREAS NOT COVERED BY THIS REPORT
6. IMPROVEMENTS TAKEN, DAMAGES, RELOCATION COSTS
7. LAND VALUES
8. SIGNS
9. SALES & COST OF REPLACEMENT
10. COPY OF AFFECTED PLANNED DEVELOPMENT

4 lane	2 lane
Farmers Market	✓
Trailer HO —	✓
32x46 HO	✓
house	NO
3 ~~houses~~ buildings	No
Shed	NO
barn	[illegible]

9 buildings

Ralph V Carter
RALPH V. CARTER
Regional Appraiser

RVC/crp

4 lane R/W ↑ (67 acres, approx) = 449000

2 lane R/W (w/climbing lanes) 26 acres prorates to → 170,000

Safety overlay area not estimated – less than 26 acres, obviously.

#3

House - sta 653 DATE 5/11/76
Harm. - Stanf.

#5

Barn - sta 655 DATE 5/11/76
Harm. - Stanf.

#3 AN ORIGINAL POLAROID® LAND PHOTOGRAPH

SUBJECT House - sta 653 DATE 5/11/76

NAME Herm. - Stanf.

ADDRESS

For your convenience when ordering copies, indicate the number of copies desired in the appropriate box for the

REGULAR SIZE COPIES ☐

WALLET SIZE COPIES ☐

5 x 7 ENLARGEMENTS ☐

#4 AN ORIGINAL POLAROID LAND PHOTOGRAPH

SUBJECT Barn · Sta. 655 DATE 5/11/76

NAME Herm. - Stanf.

ADDRESS

For your convenience when ordering copies, indicate the number of copies desired in the appropriate box for the size(s) you select. You can get quality work by Polaroid Copy Service through your dealer or by mail

---

#5 AN ORIGINAL POLAROID LAND PHOTOGRAPH

SUBJECT Barn - sta 655 DATE 5/11/76

NAME Herm. - Stanf.

ADDRESS

For your convenience when ordering copies, indicate the number of

REGULAR SIZE COPIES ☐

WALLET SIZE COPIES ☐

#2

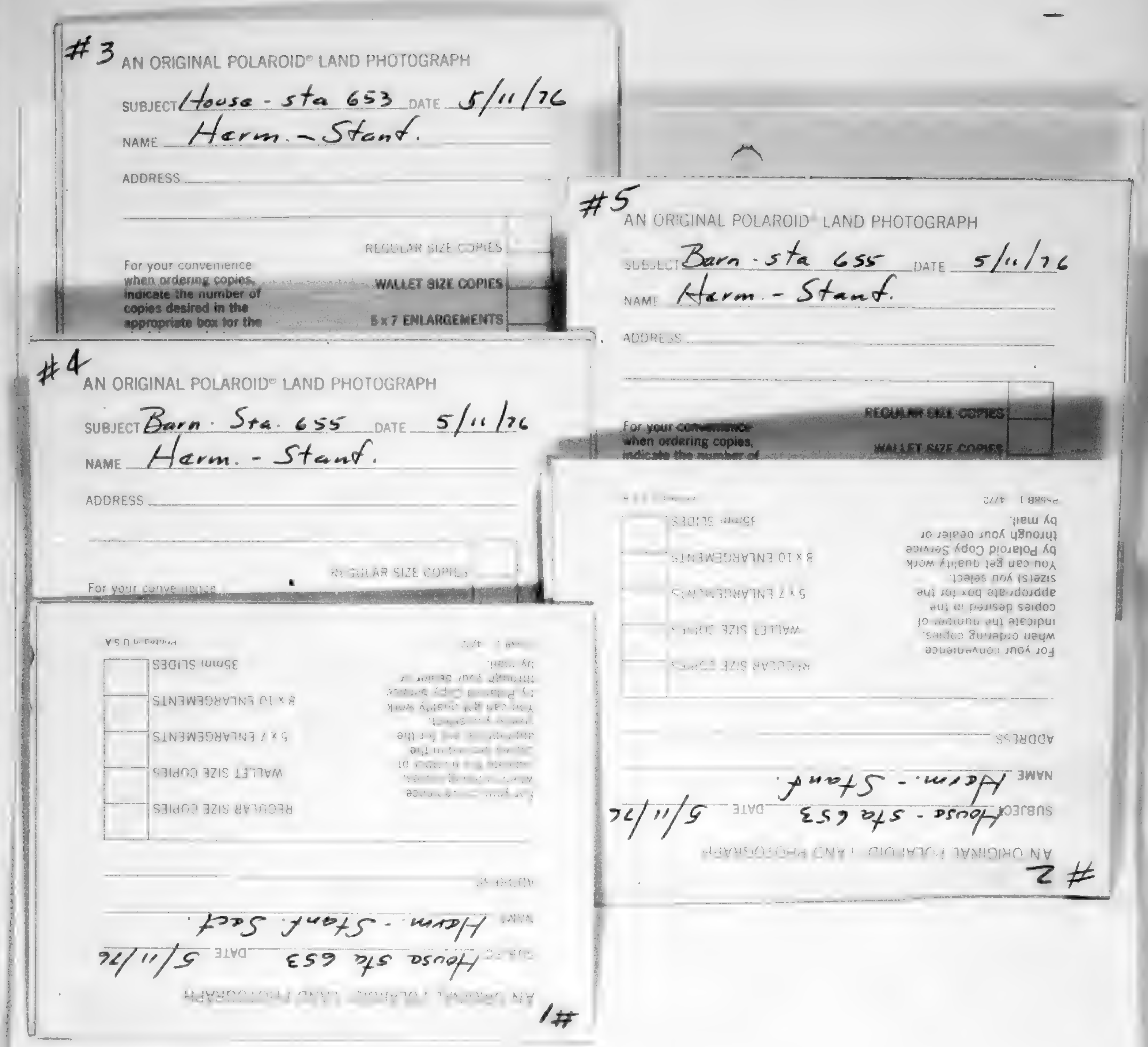
SUBJECT House - sta 653 DATE 5/11/76

NAME Herm. - Stanf.

ADDRESS

For your convenience when ordering copies, indicate the number of copies desired in the appropriate box for the size(s) you select. You can get quality work by Polaroid Copy Service through your dealer or by mail

---



#3
AN ORIGINAL POLAROID® LAND PHOTOGRAPH
SUBJECT House - sta 653 DATE 5/11/76
NAME Harm. - Stanf.
ADDRESS
For your convenience when ordering copies, indicate the number of copies desired in the appropriate box for the
REGULAR SIZE COPIES ☐
WALLET SIZE COPIES ☐
5 x 7 ENLARGEMENTS ☐

#5
AN ORIGINAL POLAROID® LAND PHOTOGRAPH
SUBJECT Barn - sta 655 DATE 5/11/76
NAME Harm. - Stanf.
ADDRESS
For your convenience when ordering copies, indicate the number of
REGULAR SIZE COPIES ☐
WALLET SIZE COPIES ☐

#4
AN ORIGINAL POLAROID® LAND PHOTOGRAPH
SUBJECT Barn. Sta. 655 DATE 5/11/76
NAME Harm. - Stanf.
ADDRESS
For your convenience
REGULAR SIZE COPIES ☐

#1
AN ORIGINAL POLAROID® LAND PHOTOGRAPH
SUBJECT House sta 653 DATE 5/11/76
NAME Harm. - Stanf. Sect.
ADDRESS
For your convenience when ordering copies, indicate the number of copies desired in the appropriate box for the size(s) you select. You can get quality work by Polaroid Copy Service through your dealer or by mail.
REGULAR SIZE COPIES ☐
WALLET SIZE COPIES ☐
5 x 7 ENLARGEMENTS ☐
8 x 10 ENLARGEMENTS ☐
35mm SLIDES ☐
P558B 1 4/72 Printed in U.S.A.

#2
AN ORIGINAL POLAROID® LAND PHOTOGRAPH
SUBJECT House - sta 653 DATE 5/11/76
NAME Harm. - Stanf.
ADDRESS
For your convenience when ordering copies, indicate the number of copies desired in the appropriate box for the size(s) you select. You can get quality work by Polaroid Copy Service through your dealer or by mail.
REGULAR SIZE COPIES ☐
WALLET SIZE COPIES ☐
5 x 7 ENLARGEMENTS ☐
8 x 10 ENLARGEMENTS ☐
35mm SLIDES ☐
P558B 1 4/72

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon
May 12, 1976

FILE:

FROM: Dale D. Allen
Regional Construction Engineer
Dale D Allen

TO: Duane O. Christensen
Final Design Engineer

SALEM

SUBJECT: Hermiston-Stanfield Jct. Sec.
Umatilla-Stanfield Highway
Umatilla County

You asked for recommendations on cut slopes and value of the existing home near Station 650 on the above project. Attached are photos and a report submitted by John Hagedorn which indicates that a 2:1 slope would be preferable and, if at all possible, both the house and the barn should be avoided due to the apparent value.

DDA:je

cc: John Hagedorn

1 Versteeg ✓
Olson
2 Christensen DOC
Scott
Swenson
Savage
Trout

RECEIVED
MAY 14 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval
Receiver Keep
Do not file
Return to
Bring up
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

McNary, Oregon
May 12, 1976

FROM: J. R. Hagedorn
Res. Engr.

TO: Dale Allen
Region Const. Engr.

SUBJECT: Hermiston-Stanfield Jct. Sec.
Umatilla-Stanfield Highway
Umatilla County

Reference the info requested by the attached letter.

As the photos show, this is a very nice large home. Judging from what I have seen in the Hermiston-McNary area, I would estimate this home to be in the $50 - 60,000. range. I would steepen the slope as much possible. The 2:1 leaves about 16 ft. from top of cut to the fence in front of the house. This puts the slope about halfway between the service pole and the fence as shown on photo #1.

Photos 4 & 5 show the barn just south of the house. Note that the barn has been added onto since the original tie.

☐ RE ☒ RCE ☐ RBE ☐ RME
☒ ROE MAY 12 1976 ☐
☐ RDE RECEIVED REGIONAL OFFICE ☐

· 10,010

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, Oregon
June 28, 1976

J H Versteeg

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Hermiston-Stanfield Section
Umatilla-Stanfield Highway
Ferdie Hudeman Property

TO: E. S. Hunter
Deputy State Highway Engineer

We have reviewed the design for the Hermiston-Stanfield Junction Section in detail. Assuming the most favorable traffic projection conditions in that the Alumax Plant will not be constructed and that I-82 will be completed in the near future, as a minimum we will need to construct a modern 40' wide two lane highway for the Hermiston-Stanfield Junction Section. This should include climbing lanes at two locations and the replacement of unsafe, inadequate structures. Anything less than this will not have the capacity to safely handle traffic beyond the immediate needs based on current growth predictions.

This modern two lane (40' top width) highway cannot be constructed without acquisition of additional right of way throughout the six mile section. We can go to the minimum slopes as an example at the Hudeman property. The proposed minimum slopes at the Hudeman property would miss the barn by 5'. This proposal is acceptable from the highway design viewpoint. The only question is if the impacts on the barn do not make it unacceptable.

Right of way acquisition at this time is the key to the development of an adequate highway to serve the Hermiston-Stanfield area for the present and in the future. If a decision is made to acquire only the bare minimum right of way for either a downscoped minimum section or a two lane full shoulder section, that decision will be final and almost irreversible. Because of development adjacent to the highway we will be unable to come back in 10 years and purchase additional right of way to upgrade this section to four lanes regardless of the needs.

JHV:jh

not sent

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

June 28, 1976

FILE:

FROM: J. H. Versteeg
Road Design Engineer

SUBJECT: Hermiston-Stanfield Junction
Umatilla-Stanfield Highway

TO: MEMORANDUM TO THE FILES

The Hermiston-Stanfield area is experiencing rapid growth. There is an immediate need to improve the safety and serviceability on this section of the Umatilla-Stanfield Highway. In addition, in the medium-term (10 year) and long-term (20 year) capacity and service needs must be considered.

The proposed Alumax Plant would have no effect on the immediate or short-term needs for improving the Umatilla-Stanfield Highway. If the aluminum plant is constructed, it will have some impact on the growth of the area and would generate some additional traffic loading on this section of highway in the future.

When highway I-82 is completed, it would provide relief to the Hermiston-Stanfield Section. The 1995 projected traffic on the Hermiston-Stanfield Junction Section will be 9,600 vehicles daily without I-82 and 6,900 vehicles daily when I-82 is completed and open to traffic. It appears that the completion of I-82 is at least five to ten years in the future. I-82 then offers no relief to the immediate or short-term traffic problem but could offer long-term (1990) relief to the traffic conjestion on the Umatilla-Stanfield Highway.

We can downscope the design on the Hermiston-Stanfield Junction to a 32' wide section with a 4" asphaltic concrete overlay. Included in this proposal is a 1-1/2 mile section of climbing lanes, five vertical alignment spot improvements and the replacement or widening of six structures. This proposal would require only minimum right of way and is estimated to cost $1,800,000. This is the immediate and short-term solution to the safety and serviceability of the existing highway. It would also provide the basis for widening to a modern 40' or 44' section.

The second alternate is to construct a 40' wide asphaltic concrete section on new alignment. The six structures would be replaced or widened and the climbing lanes would be constructed. This alternate is estimated to cost $3.8 million. Twenty-six acres of right of way would be required for this six mile project. This alternate would provide immediate short-term capacity and service for the area. If I-82 were constructed, the proposed two lane section would provide adequate service to the end of the 20 year design period. If I-82 was not constructed, then the additional two lanes could be added to the Hermiston-Stanfield Section with no loss in investment.

Not sent

The third alternate is to buy right of way for a four lane highway and stage construct, building only two lanes at this time. Right of way acquisition (67 acres) could be based on protective buying when development was taking place and/or hardship cases. This alternate is estimated to cost $4.4 million for the first two lane section plus an additional $2 million to finish the second two lanes.

JHV:jh

tie, but I really didn't expect to make the team in the first place," she said. "I just ca

In the final event of the pentathlon, the 200 meter dash, Collins slipped slightly at the turn,

another woman, she finished sixth in the race.

"I held back, sat back in the .ox too long after the false

from a
than th.
experie
. Did

Straub doubts Alumax will build its plant

By FRANK WETZEL
Associated Press Writer

PENDLETON, Ore. (AP) Gov. Bob Straub said Tuesday he doubts that Alumax ever will build its aluminum plant in Eastern Oregon's Umatilla County.

He said a court-ordered environmental impact statement has delayed the start of the project. This reduced the period when cheap power — vital to aluminum manufacture — would be available from the Bonneville power Administration.

The BPA has notified big industrial customers that contracts will not be renewed beyond 1983 because other, preferred, users will take all available power.

In San Mateo, Calif., a spokesnan for Alumax expressed surprise at Straub's statement and said the company is not abandoning its plans in Oregon.

Mayor Lawrence Gray of Hermiston urged Straub to provide vigorous leadership in development of new power so Alumax would decide to go ahead with construction of the plant.

But Straub said aluminum plants would be unwilling to pay for expensive nuclear or coal generated power.

He said, however, that he had not been in touch with Alumax for at least six months and had no inside information.

The Alumax spokesman issued a prepared statement. It said, "Alumax believes that a solution equitable to all will be found for the power needs of

(See ALUMAX, page 2A.)

City council to reconsider K mart action

By LANCE DICKIE
Staff Writer, The Statesman

A rare special session of the Salem City Council may be held Thursday or Friday to reconsider the denial of a conditional use permit for a K mart store in North Salem.

As the meeting was being planned Tuesday, Marion County issued a building permit that would place the store on 8.5 acres in the county just northeast of the city site.

To activate the "call of the council" provided for in the by-laws five of the nine council members must sign a request being drafted by the city attorney's office.

The council rejected the city permit request by a vote of four to one Monday.

Alderman Gary Benson, a supporter of the K mart project, who missed last Monday's vote and will not be in town next week, is helping to organize the meeting.

Councilman Dewey Rand Jr. voted

Marion, Polk new housing on the increase

Marion and Polk county housing completions are keeping pace with the needs of the area, according to Portland General Electric (PGE) researcher Fred I. Weber Jr.

"A great deal more single family and multifamily housing has been completed this year — a growth pattern which will continue through the year's end," Weber said Tuesday. "It is being absorbed quite well."

He said his projections show 2,400 single family home completions this year, compared to 2,013 last year and 1,737 in 1974. He estimates 1,200 multifamily home completions for this year, compared to 725 last year and 326 in 1974.

"As of May 31, vacancy rates were 2.78 per cent for single family units, slightly lower than last year," he said. "The 6.97 per cent rate for multiples is right in the middle — satisfactory."

Weber noted that the projections are made using trends for customer hookups to PGE lines.

Viking scouts Mars' surface

PASADENA, Calif. (AP) — The surface of Mars, where previous mechanical visitors came to sudden and

2A, Statesman, Salem, Ore., Wed., June 23, 1976

Alumax says it intends to build

(Continued from STRAUB, page 1A.)

these plants before the expiration dates of any power contracts."

"Alumax has invested more than $15 million in the Oregon project, and its designed plant will be environmentally the cleanest aluminum plant in the world," the statement continued.

"We urge the governor to stop cursing the darkness and help us keep the lights lighted, especially for the 25,000 Oregon high school graduates who will need new jobs to be provided by Oregon's economy or will have to leave the state," it concluded.

The company said 1,800 workers would be needed to build the Umatilla County plant, which would employ 800 once it was completed.

Straub was midway through a three-day Town Hall tour of Eastern Oregon. Residents have told him they are concerned about taxes, big government, roads and energy.

The question of developing nuclear power came up most often. Straub maintained that it was frightening and alarming and was proving far more expensive than originally thought.

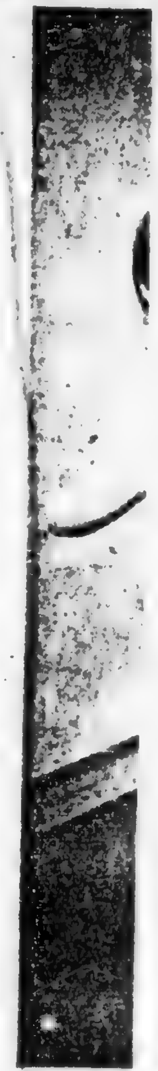
Nevertheless, he said, he will sign the site certificates for construction of two nuclear plants at Pebble Springs near Arlington if his study convinces him that nuclear power is undeniably needed in Oregon. He plans to visit the Pebble Springs site Wednesday.

To our readers:

Today's editions of The Oregon Statesman include two special advertising sections: One contains advertising about products available at Sears, Roebuck & Co. The other advertises

visory committees Tuesday recommended that the nation go ahead with a federal plan to immunize adults against swine flu.

Committees advising the U.S. Public Health Service said that after considering results of the first human tests with swine flu vaccine they see no reason to change plans to immunize the entire adult population.



South
direct
cultur
class
foregr
of the

Pr

(Continue

Benson
Courtney
also miss

ministratior
"But I d
trouble, alt
few weeks,
One of th
is still cons
tion bill tha
ment to ind
ers for hun
control.

CCN 2104,
Umatilla-
Stanfield,
Sp.

June 21, 1976

642-H

Mr. James B. Dickason
City Recorder-Treasurer
City of Stanfield
City Hall
Stanfield, OR 97875

Dear Mr. Dickason:

This will confirm our telephone conversation on the afternoon of June 21, 1976 at which time we discussed your need for a quick determination of the new right-of-way we will need for the Hermiston-Stanfield project. This is in connection with the City of Stanfield's project to install a 12-inch water line on the highway right-of-way.

Mr. Dale Allen, Assistant Regional Engineer, has the right-of-way descriptions and the right-of-way map covering the section of the project in which you are interested. In accordance with our agreement, Mr. Allen will be meeting with you on the morning of June 22, 1976 to go over our anticipated project in detail. Mr. Allen will be able to answer all your questions and explain to you what we can do at this time.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

ESH:ja

bc F. B. Klaboe
H. S. Coulter
R. L. Schroeder (enc.)
J. B. Boyd "
L. W. Rulien "
Frank Terpin "
J. H. Versteeg "
W. E. Schwartz "

CITY OF STANFIELD
STANFIELD, OREGON
97875
CITY HALL
PHONE 449-3522

POLICE CHIEF
PHONE 449-3245
Emergency 911

FIRE DEPARTMENT
PHONE 449-3231
Emergency 911

RECEIVED
STATE HWY ENGR
JUN 21 '76
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
			✓		✓	

RECEIVED
DOT OPERATIONS
JUN 21 '76
REFER TO
coulter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

pl [illegible]

June 17, 1976

F B Klaboe
Administrator of Highways
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Klaboe:

The City of Stanfield appreciated the quick response that we have received from your office concerning matters that we deemed of utmost impprtance. We certainly appreciated the quick reply to my letter of Feb. 26, 1976, enclosed is a copy of that letter.

The quick response to the request for permit to cross the Highway with our water lines is greatly appreciated. We do believe that we have had very good relations between the Oregon State Highway and ourselves. However, we have now encountered a situation that has grown to crisis proportion. This then has prompted this latest letter to your attention.

In my letter of February 26th I mentioned that the City had applied for and was granted permission from the Highway Division to install its 12" waterline with the highway right of way line. However, in my letter I failed to say that this was done after all other avenues of getting our lines to our projected area were attempted and tried. The City tried to established just where the new relocated highway right of way lines were going to be but was unsuccessful in this attempt. The property owner that we had contacted was too demanding about a consent for easement across his property. This prompted our request for permit from the Highway Division.

At a meeting with our City Councilmembers and myself on June 2nd Regional Engineer W E Schwartz from LaGrande told us that we would have to relocate our waterline, and that he requested we relocate our proposed canal crossing so that it would be outside of the new highway right away. Since that time we have met with various representatives from the LaGrande and Pendleton office, but we still have not received the satisfaction that we feel is due the City. We would like the following questions answered:

1. We are asking just how much waterline that is now in will have to be relocated?

2. Has the possiblilty of taking all land off the East side of the highway been looked at?

In conversation with the LaGrande office this morning June 17th, I was told that about sixty feet of this waterline would difinitely have to be abandoned. There is about 450 ft of line running parallel to the highway at this present time.

I wonder then if the Highway would be able to compromise with the City. If the Highway would relocate our present waterlines or make fill to leave it as part of highway base, perhaps the City could obtain a new easement from the property owner. This would not be a surety as owner is proposing to build on property and someother location for easement could hinder building certain commercial establishments so it might mean that the City would have to give a lot more in consideration for an easement, but on the otherhand if the City goes ahead with proposed plan and crosses canal where easement permits have already been obtained then thatwould mean at some future date the Highway Division would have to relocate water and sewer line canal crossing plus 50' of concrete cement canal lining, perhaps this could be quite difficult, as it would be a question rather the Bureau of Reclamation would allow another crossing.

✓ We need a quick response to this letter as the contractor is scheduled to be back in Stanfield the first of next week and will probably commence work about Wednesday. At this time we might be able to stall him, but if he gets back here prior to a response from your office, I doubt seriously we could stall him as it would cost the City approximately $250.00 a day for the labor that is involved. This is why I believe that this is a crisis situation, and I'm sure that for all parties concerned it is desirable that this be resolved as soon as possible.

We are available for meeting with you in your office at Salem on any day prior to the starting date of contractor.

✓ I can be reached by telepnone at my office from 8:30 a.m. until 5:00 pm at 449-3522 or 449-3245.

I will be awaiting your reply.

Sincerely yours,

James B. Dickason

James B Dickason
City Recorder-Treasurer

JBD:djh

CON 21-
Umatilla-
Stanfield

March 10, 1976

642-H

Mr. James B. Dickason
City Recorder-Treasurer
City Hall
Stanfield, OR 97875

Dear Mr. Dickason:

This is in reply to your February 26 letter inquiring as to our plans for additional right-of-way on the Umatilla-Stanfield Highway through and adjacent to the city of Stanfield.

We understand the problems associated with planning in a rapidly expanding community such as yours, and have designated funds for engineering and right-of-way acquisition for urgent situations arising from the pressures of development you are experiencing.

By copy of this correspondence, we are requesting Regional Engineer W. E. Schwartz and his staff to contact you at their earliest convenience to determine what actions can be taken to help you in resolving your problems.

Very truly yours,

E. S. Hunter
Deputy State Highway Engineer

bc F. B. Klaboe
R. L. Schroeder (enc.)
J. B. Boyd "
L. W. Rulien "
Frank Terpin
W. E. Schwartz "

GCW:mc ja

3-5

CITY OF STANFIELD

STANFIELD, OREGON

97875
CITY HALL
PHONE 449-3522

POLICE CHIEF
PHONE 449-3245
Emergency 911

FIRE DEPARTMENT
PHONE 449-3231
Emergency 911

February 26, 1976

RECEIVED
STATE HWY ENGR

MAR 1 '76

REFER TO
Forbes

FOR

Info	Inves	R/D	D/R	Sgn	Act	File
		X				

F. B. Klaboe
Oregon State Highway Division
Administrator-State Highway Engineer
State Highway Building
Salem, Oregon 97310

RE: STANFIELD, UMATILLA HIGHWAY

Dear Mr. Klaboe:

The City of Stanfield is requesting your help on the above mentioned matter. It is our understanding that this project has been in the planning stages for quite some time. It has now become imminent that there needs to be decisions made as to the alignment of said highway.

We have been experiencing growth expansion in the Western end of the Umatilla County in the following: Residentials, Commercials, and Industrials. Just last month we annexed 200 acres north of the City. I am including a map showing this annexation. Last night a potato processing plant was granted a zone change, conditional use permit to construct a $20 million dollar facility within three (3) miles from Stanfield. This means additional traffic control will probably be needed. With additional industries coming into the area there is a need for more residences and commercial buildings to be constructed. This is where we are asking for your help. If you are familiar with the area especially with the City of Stanfield as to its location you will recall that the City is actually in a low lying area-that has had its problems in the past with floods from irrigation and drainage ditches. This then means that the property in the low area is unsuitable for building sites and far less desirable which causes developers to look at the surrounding areas. At the present time we have two land owners who are developers desirous to constructing residence and commercial developed property to the north of the USRS feed canal, here then becomes the problem, as you are much aware of the bridge that now spans that canal. There is a very serious curve that is in that location and the proposed alignment is to widen that area to some great extent.

The City, however, has become the target for rumors as to the exact location as to where that alignment is to be, at first there was talk that all the extra footage would be taken off of properties that lie adjacent easterly. This then should mean that all properties to the west of said Highway (Highway 395) should be able to start construction, with this thought in mind the City then proceeded to tell a developer, John Whitesell, Salem, Oregon, that he should submit his

REFERRED TO
Wil
By Location Engineer

LOCATION SECTION

ESH

Check w/Christensen & R/D reply

Preliminary Plat Plan that he did in very short order, but just shortly after Council passed the plan, he was then notified that the State Highway Division would be taking property off the West side, and not the East. In the meantime, another developer- owner, J W Cruikshank, Hermiston, approached the City with still another Preliminary Plat Plan, which was presented at a Public Hearing and found to be acceptable, was given permission to commence getting plans made for final approval. Once again, a developer (Cruikshank) was then told that this had to be all redone. Now this is costing these developers a lot of time and money, and also causing the City to lose much needed revenue, as we do not know for sure what to tell them.

We are requesting action to be taken as to this matter soon, or we are going to start letting contractors commence building just so long as they hold to the City's requirements for set backs. We do want to work with the Highway, but we also can not afford to sit any longer waiting for more plans to be drafted. These properties and choice locations and what was farm land six months ago has now become very much in demand, not for farming but rather for subdivision.

Finally, the City applied for and was granted from the Oregon State Highway, a permit to place a 12" water line in the Highway right of way. With this permission our Engineer J. Val Toronto of Pendleton proceeded with plans to locate the lines along the present location of the Highway. The Contractor that had been awarded the bid was then notified as to this location. Toronto was then contacted and told that the Highway was going to take at least an additional 75 feet of frontage property all lying west of said Highway. If this be the case then, and we proceeded with our proposed plans it would mean that our water line would be running in a north-southerly direction under the Highway.

With the expansion growth north, this means then that we must run our services in that direction. This would mean that we need to install sewer lines, as well as water transmission lines. Now we find it necessary being these lines would be gravity flow, in order to drain that area of expansion, then we must place these lines parallel to the highway and to a depth that would facilitate the drainage engineers' estimate of this depth would mean approximately 16'-along that portion of Highway 395. We would then like to have permission to place these sewer lines along the Highway, within the Highway Right of Way-Wherever that might be? to the necessary depth that our Engineer Toronto has estimated.

We would appreciate an immediate reply to this letter.

Sincerely,

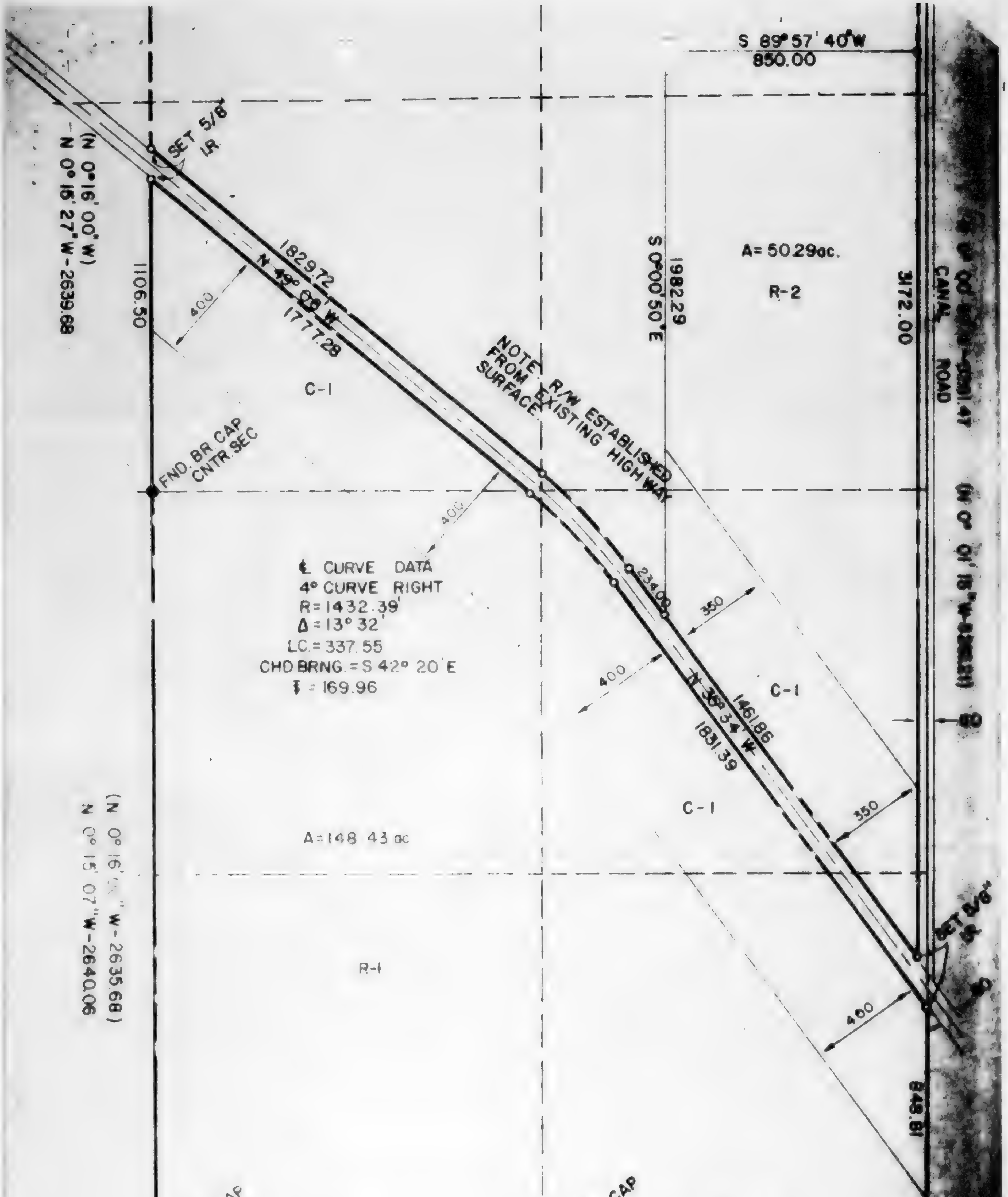
James B. Dickason

James B. Dickason
City Recorder-Treasurer

JBD:djh

cc:
J. Whitesell
J W Cruikshank
R. Carter
Wm Young
F S Starrett
J Val Toronto

enclosure


S 89° 57' 40" W
850.00
SET 5/8" I.R.
(N 0° 16' 00" W)
N 0° 15' 27" W - 2639.68
1106.50
400
1829.72
N 49° 08' W
1777.28
S 0° 00' 50" E
1982.29
A = 50.29 ac.
R-2
3172.00
CANAL ROAD
(N 0° 01' 18" W -)
C-1
NOTE: R/W ESTABLISHED FROM EXISTING HIGHWAY SURFACE
FND. BR. CAP CNTR. SEC.
400
℄ CURVE DATA
4° CURVE RIGHT
R = 1432.39'
Δ = 13° 32'
L.C. = 337.55
CHD BRNG. = S 42° 20' E
T = 169.96
234.00
350
400
C-1
1461.86
N 35° 34' W
1831.39
80
C-1
350
(N 0° 16' W - 2635.68)
N 0° 15' 07" W - 2640.06
A = 148.43 ac
R-1
SET 5/8" I.R.
80
400
848.81
FND. BR. CAP
(1307.16)
1307.26
FND. BR. CAP
(1307.16)
1307.28
N 89° 54' 11" W

1985 Hermiston-Stanfield N.C.L. 10,010
on Umatilla-Stanfield Hwy.
(gr, pav, structures and signing) #1

C+A 5753 8-16-76

[illegible]

ORIGNAL SIGNED
DUANE O. CHRISTENSEN

Salem, Oregon
May 20, 1976

Duane O. Christensen
Final Design Engineer

Wendell E. Schwartz
Region V Engineer

Hermiston-Stanfield Jct. Sec.
Umatilla-Stanfield Highway
Umatilla County

Attention: Harlin Gerlach, Region Utility Engineer

We have made an attempt to lay out a relocation plan for the irrigation facilities on the project. In getting down to the specifics of design, we find very little detail in the location notes. If we are to duplicate the function of existing diversion boxes, we need information on their size and shape.

Some of the installations are pipes and valves of some sort. The type of valve and size will be needed.

As mentioned in my phone conversation with Harlin Wednesday, May 18, some pictures of the boxes or valves might be helpful.

I suppose it is possible also that some of the systems are not up to current designs the irrigation district is using and they might like to make some changes. The systems using concrete lined ditches and diversion boxes could possibly be redesigned to use pipe and risers with valves. Concrete diversion boxes are quite expensive, so a pipe, riser and valve system could prove more economical, as well as, distribute the water more efficiently.

Some discrepancies have been noted between the location detail map and the 1"=100' mosaic of 1974. Culverts, siphon boxes and ditches in some areas apparently have been changes.

Three copies of each of the plan sheets involving irrigation facilities, with proposed relocations, are attached for your use. One print (2 rolls) of the 1"=100' mosaic is attached.

Please review the irrigation facilities and return one set of prints with your revisions and comments. We would appreciate your early attention to this problem since we need to furnish the required easements to the Right of Way Section.

FE:az
cc: Phil Preston
Fred Eriksen
F. O. Scott

✓ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 21 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To________
Bring Up___/___/___
Other________

10,610 54 H

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE May 10, 1976

TO A. D. Olson
Road Design Engineer

John R Oakes

FROM J. R. Oakes
Assistant R/W Engineer

SUBJECT HARDSHIP REQUEST
Hermiston-Stanfield Junction Se.
Umatilla-Stanfield Highway
Umatilla County

I am attaching copies of two letters from Mr. Ralph Carter in regard to hardship requests on the above project.

We have authorization to purchase hardship on this project up to the extent of the remaining 1971 bond funds. Please check these requests to determine if descriptions can be written.

JRO:ha
Att.
cc Frank Lowe
Bob Poggione
Verne A. Allen

2 Properties involved
were submitted to
R/W April 29, 1976.
(Whitesell) 49119 City of Stanfield
49120 R. S. Bounds

Oakes
notified
5-11-76

Floyd ??
ADO.

1 Versteeg
2 Olson ADO
Christensen
3 Scott L
Swenson
Savage
Trout

RECEIVED
MAY 10 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
April 30, 1976

FILE:

FROM: Ralph V. Carter
Regional Appraiser

TO: J. B. Boyd
Right of Way Engineer

SALEM

SUBJECT: R. S. BOUNDS
HERMISTON-STANFIELD JUNCTION SECTION
UMATILLA-STANFIELD HIGHWAY
UMATILLA COUNTY

STATION: 560-566
Westerly Side....

49120

Attention: K. A. Chatwood
Administrative R/W Agent

The City of Stanfield has a permanent sewer easement along the present right of way line 10' wide and a temporary easement 20' wide. They plan on installing the sewer 10' to 13' deep in the month of May.

Our proposed new right of way requires approximately one (1) acre along and westerly of our present right of way line. A water line has been installed within the right of way along this area.

The cost of installing this sewer line and then requiring the State to move it when constructing the new highway will be a considerable amount of money.

49119 { The land northerly of this parcel has been platted. This small tract is commercial and can be sold for commercial at any time.

The entire area around Hermiston and Stanfield is "booming"; demand seems to be high especially where sewer and water are available.

Construction on this parcel would multiply our costs of acquisition. Present estimated cost is $3000.00.

I suggest we acquire this parcel now as it should be a considerable saving to the State and also allow the city to plan according to the new right of way.

This should also benefit the owner as he would know definitely how to develop his property.

RIGHT OF WAY SECTION
RECEIVED
MAY 3 1976
ARE ARA PS CA RS
PMS AS CE OS FAO

Ralph V Carter
RALPH V. CARTER
Regional Appraiser

RVC/crp

cc: W. E. Schwartz
R/W Files

Form 81-734-3030

OREGON STATE HIGHWAY DIVISION

FILE:

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
April 30, 1976

FROM: Ralph V. Carter
Regional Appraiser

TO: J. B. Boyd
Right of Way Engineer

SALEM

SUBJECT: WHITESELL DEVELOPERS, INC.
Hermiston-Stanfield Junction Section
Umatilla-Stanfield Highway
Umatilla County

STATION: 552-560
Westerly Side

49119

Attention: K. A. Chatwood
Administrative R/W Agent

The City of Stanfield has a permanent easement for sewer 10' wide and a temporary easement 20' wide along the present highway right of way from approximately Station 558 to Station 560. They plan on installing this sewer 10' to 13' deep in May.

The owner has platted this area and once the sewer is installed he will be ready to fully develop this tract. The State will be required to move the sewer line if we do not purchase this proposed right of way at this time. This will be expensive. The costs of buying platted developed property will be greater than buying this property now. Both the owner and the State will benefit if we purchase at this time.

The amount of right of way needed is approximately 0.73 acre. Estimated cost is $2300.00.

I believe this is definitely a hardship case and suggest we purchase this immediately to avoid excessive costs to the State and hardship to the owner.

Ralph V Carter
RALPH V. CARTER
Regional Appraiser

RVC/crp

cc: W. E. Schwartz
R/W Files

RIGHT OF WAY SECTION
RECEIVED
MAY 3 1976
RE ARE ARA FS CA RS
PMS AS CE OS TA FAO
RUE BPS DS ADM

54

10,010

E-419—(Rev. 7-71)

OREGON STATE HIGHWAY DIVISION

Right of Way Section

INTER-OFFICE COMMUNICATION

To Floyd Scott

From Ralph V. Carter

Subject Easements

File No. Hermiston-Stanfield Junction Section

Date May 3, 1976

I understand descriptions are being written and new files will be coming down.

I assume we will have to reinstate these easements outside of the present right of way.

I have sent copies of these to Adele Egan.

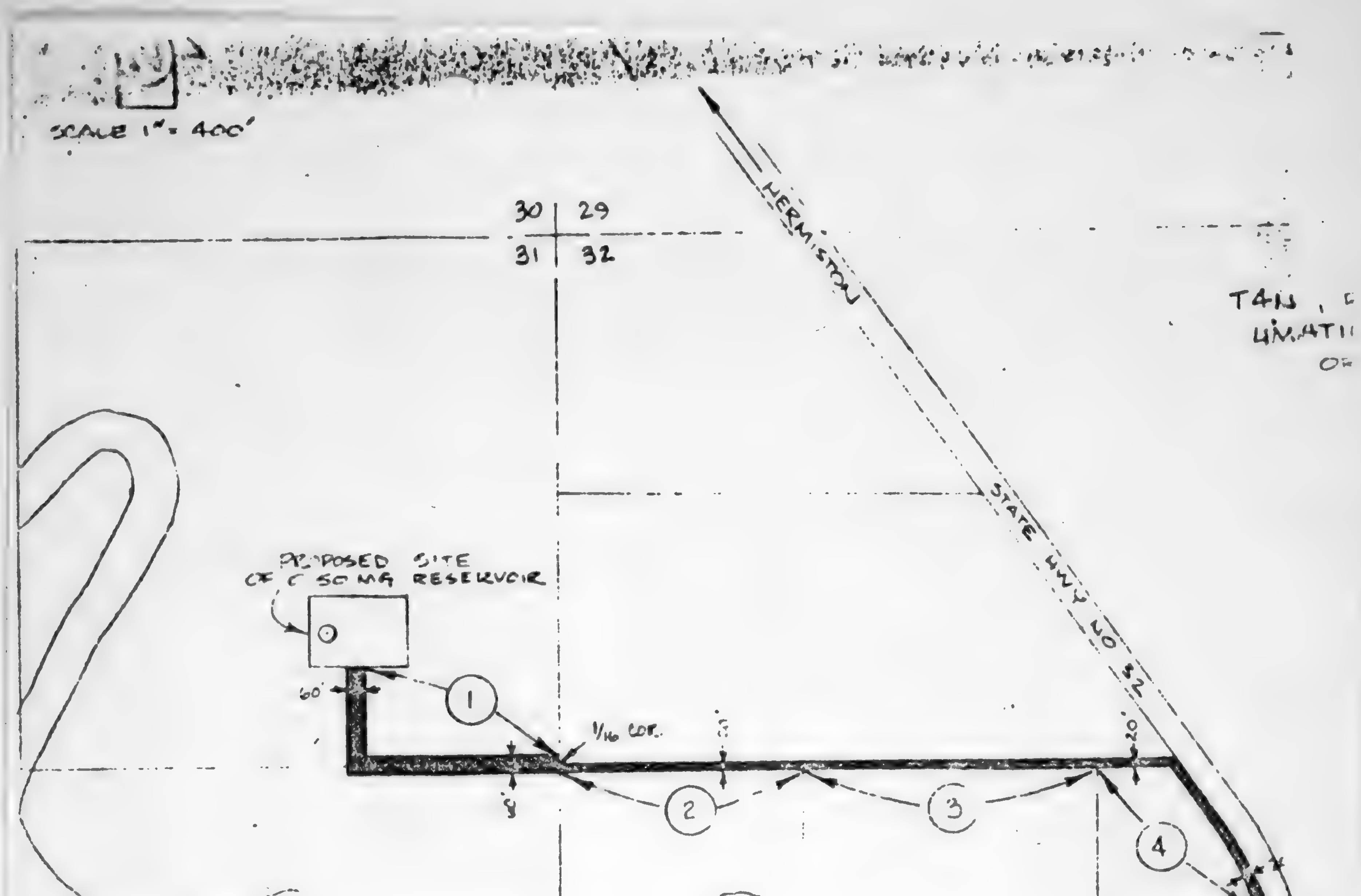
RECEIVED
LOCATION SECTION

Versteeg
Olson
Christensen
Scott
Swenson
Savage
Trout

RECEIVED
MAY 10 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do Not File ☐
Return To
Bring Up

REFERRED TO
Beard Reed
Cole Sample
✓ Eriksen FE Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER


SCALE 1" = 400'
30
29
31
32
HERMISTON
STATE HWY NO 32
T4N
UMATI
OF
PROPOSED SITE OF 0.50 MG RESERVOIR
60'
1/16 COR.
8'
20'
1
2
3
4
5
6
7
USRS FEED CANAL
CITY OF S

EASEMENT INDEX MAP
FOR
STANFIELD WATER & SEWER

CITY OF STANFIELD

Instrument #4

LEGAL OWNER: Roger S. Bounds

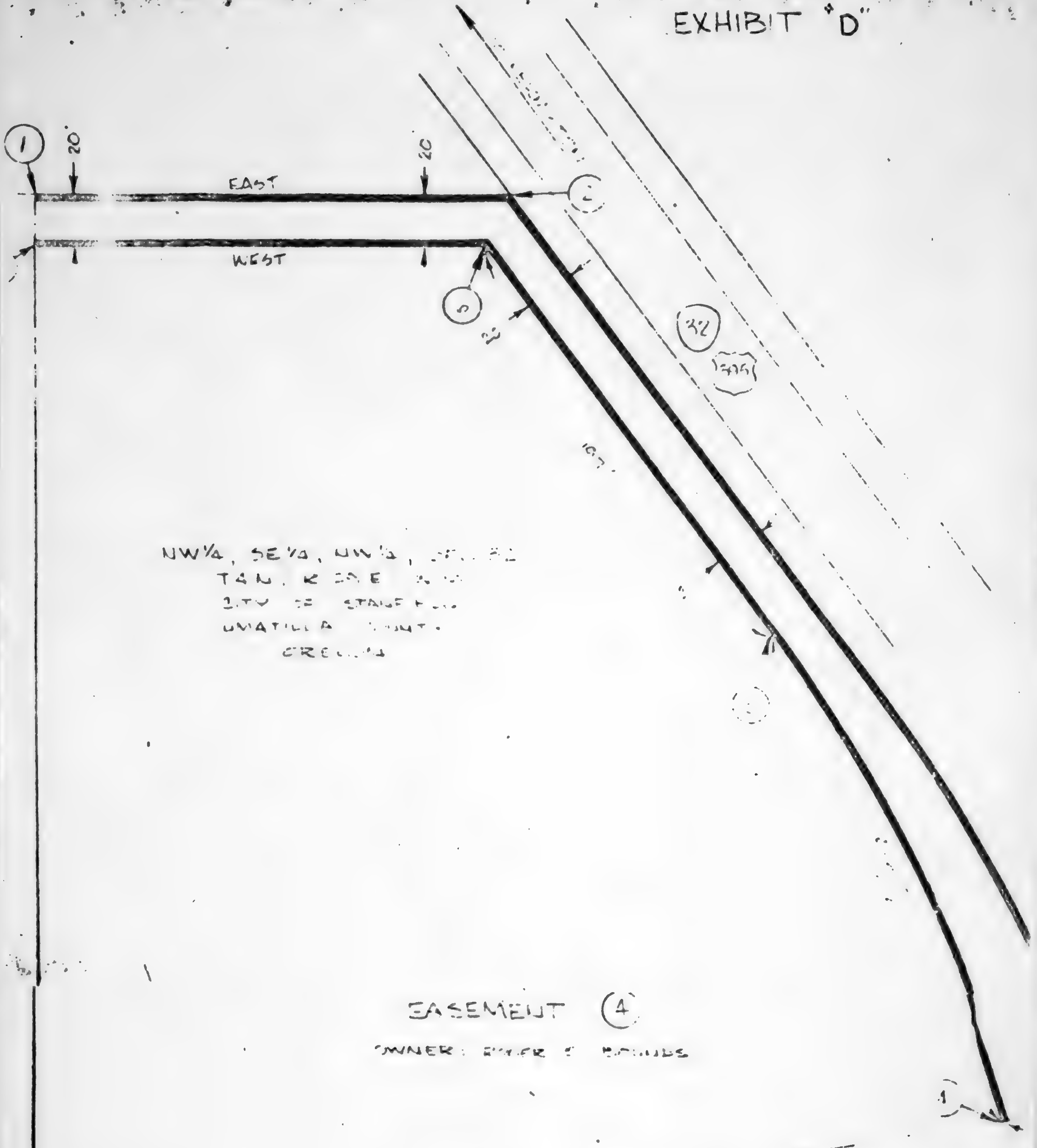
Recorded 3-73, Book 327, Page 96 in the Deed Book of Records of Umatilla County, Oregon.

A perpetual easement for construction and maintenance of a water and sewer line
on, over and under strip of land, described line as follows:

Commencing at the N-1/16 corner common to Sections 31 and 32 thence East along
the North line of the William Carl and Ruth Scott Burnett land described in Book 174,
Page 157, County Deed Book of Records; thence East along the North line of the School
District #61 land described in Book 338, Page 412 County Deed Book of Records, to
the NE corner of SW-¼, NW-¼ of Section 32 being the point of beginning and Point #1
the South line being situated 20' from the following described North line as follows;
thence East along the North line of the Roger S. Bounds land to a point of inter-
section on the West Right-of-way of U.S. Highway 395 (State Highway 32) and Point #2;
thence Southerly along the West Right-of-Way line of said highway to a point on the
Northern Right-of-Way line of the U.S.R.S. Feed Canal and Point #3; thence Westerly
along North Right-of-Way line of said canal a distance of 38' more or less to Point #4;
thence Northwesterly a distance of 225' more or less along a arc with a radius of
approximately 600' to a point situated 20' West of said Westerly Highway Right-of-Way
and Point #5; thence a distance of 197' more or less along a line 20' from and parallel
with said Westerly Highway Right-of-Way to Point #6; thence Westerly along a line
20' from and parallel with the North line of said Roger S. Bounds land to Point #7;
thence Northerly 20' to point of beginning, Point #1 and terminus of the afore de-
scribed easement.

The aforementioned description describes a plane figure of non-uniform width from
20' up to 38' as set out on the attached plat marked Exhibit A, Easement #4 and
incorporated herin by reference.

EXHIBIT "D"


1
20
20
EAST
WEST
2
5
20
32
395
NW¼, SE¼, NW¼, [illegible]
T4N, R 29 E [illegible]
CITY OF STAN[illegible]
UMATILLA COUNTY
OREGON
4
EASEMENT (4)
OWNER: [illegible]

CITY OF STANFIELD

Instrument #5.

LEGAL OWNER: U.S.R.S.

A perpetual easement for construction and maintenance of a water and sewer line on, over and under a 40 foot wide strip of land the Eastern boundary line being described as follows:

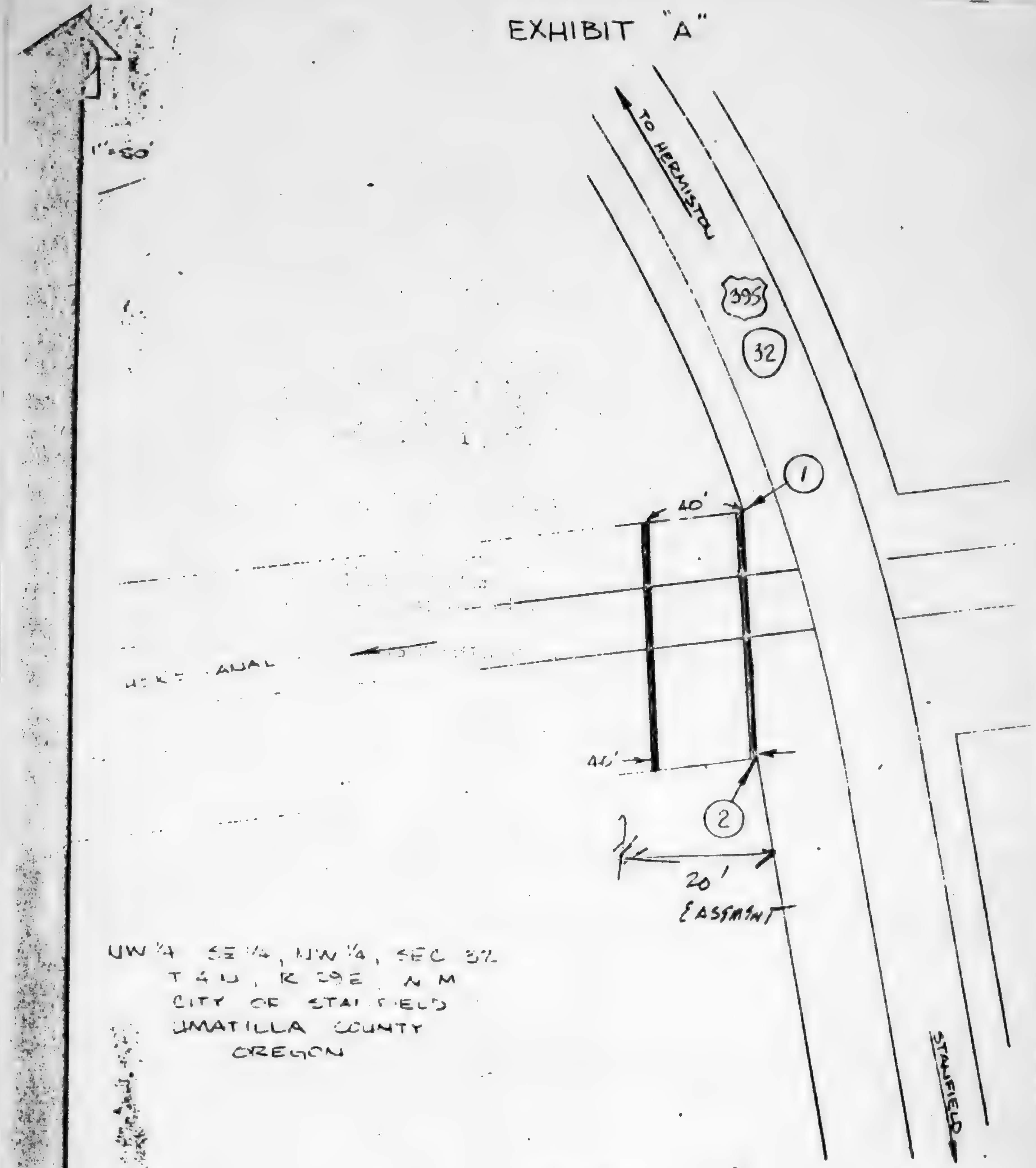
Commencing at a point of intersection on the North line of the U.S.R.S. Canal with the West right of way line of U. S. Highway 395 (State Highway 32) being also the point of beginning and Point #1; thence South along the West Right-of-Way line of said U. S. Highway 395 (State Highway 32) to a point of intersection with the South line of the U.S.R.S. Canal point #2 and terminus of the afore described easement.

All located in NW-¼, SE-¼, NW-¼ Section 32, Township 4N, Range 29E, W. M., Umatilla County, Oregon.

The aforementioned description describes a plane figure with a uniform width of 40 feet containing parallel boundaries as set out on the attached plat marked Exhibit A, Easement #5 and incorporated herein by reference.

For basis of bearings refer to Umatilla County Assessors Plats.

EXHIBIT "A"


1" = 50'
TO HERMISTON
395
32
①
40'
CANAL
40'
②
20'
EASEMENT
STANFIELD

NW ¼ SE ¼, NW ¼, SEC 32
T 4 N, R 29 E W M
CITY OF STANFIELD
UMATILLA COUNTY
OREGON

EASEMENT ⑤

OWNER: U.S.R.S.

CITY OF STANFIELD

Instrument #6

LEGAL OWNER: Edwin W. Winger

Recorded in 1-75, Page 381, Book 343 in the Deed Book of Records of Umatilla County, Oregon

A perpetual easement for construction and maintenance of a sewer and water line on, over and under a strip of land situated Westerly 10 feet and 20 feet respectively from the following described line.

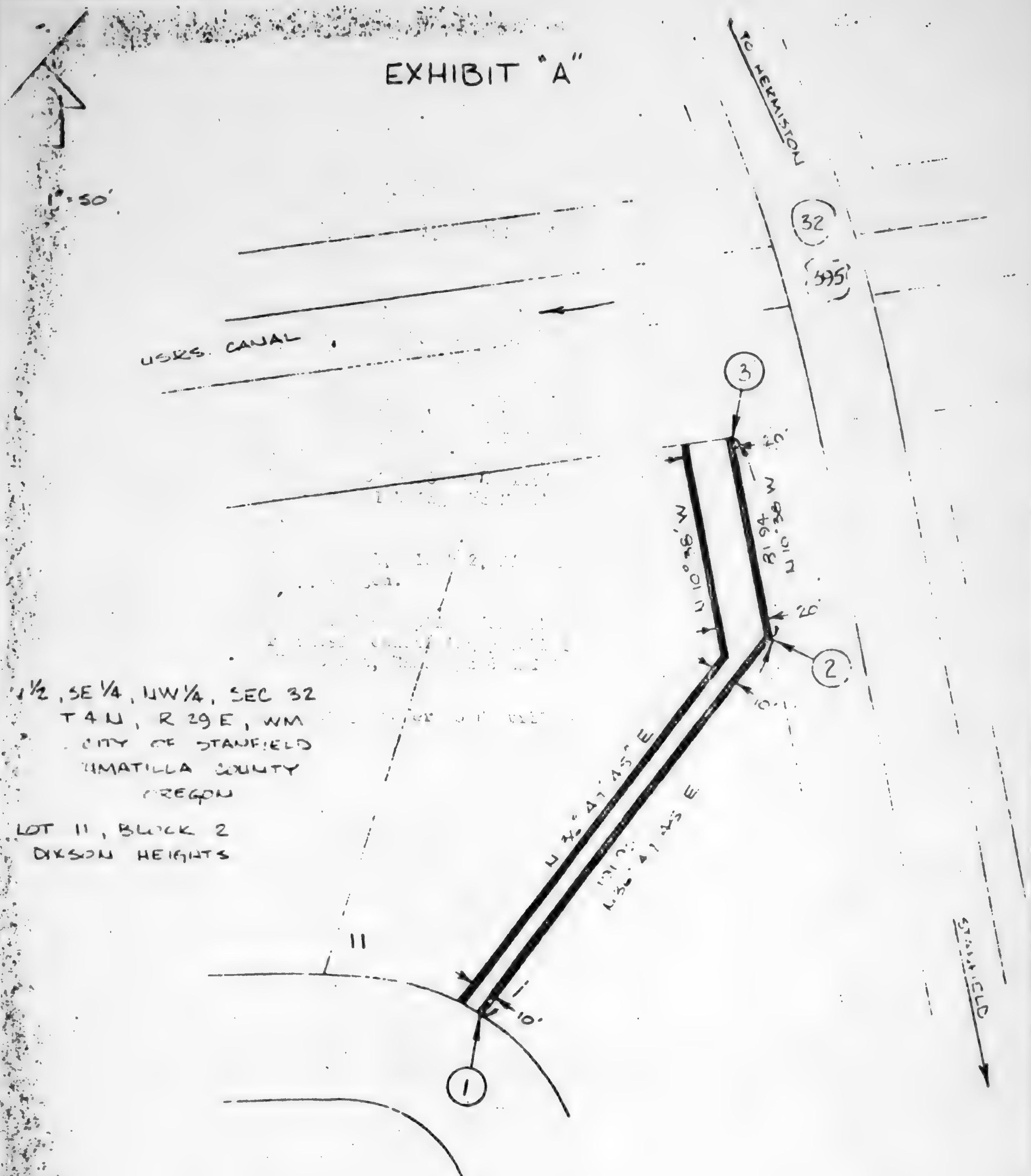
Commencing at the Southeasterly corner of Lot 11, Block 2, Dixson Heights sub-division common with the Northwesterly corner of Lot 12 of said sub-division being the point of beginning and Point #1; thence N-36° - 47' - 45" - E 191.95' to Point #2; the easement enlarges to a strip of land 20 feet in width from Point #2; thence N-10° - 38' - W 81.94 to a point on the South Right-of-Way line of U.S.R.S. Canal being the Northeasterly corner of said Lot 11 Point #3 and terminus.

All situated in Lot 11, Block 2, Dixson Heights sub-division, City of Stanfield, Umatilla County, Oregon.

The aforementioned description describes a plane figure with a widthorm width of 10.00'for 191.95' containing parallel boundaries as set out on the attached plat marked Exhibit A, Easement 6 and incorporated herein by reference.

For basis of bearings refer to Umatilla County Assessors Plats.

EXHIBIT "A"


1" = 50'
TO HERMISTON
32
395
USRS. CANAL
③
20'
N 10°38' W
81.94' N 10°38' W
20'
②
10'
N 36°41'45" E
N 36°41'45" E
11
10'
①
STANFIELD
½, SE ¼, NW ¼, SEC 32
T 4 N, R 29 E, WM
CITY OF STANFIELD
UMATILLA COUNTY
OREGON
LOT 11, BLOCK 2
DIKSON HEIGHTS

EASEMENT ⑥

OWNER: EDWIN W WINGER

CITY OF STANFIELD

Instrument #7

LEGAL OWNER: Edwin W. Winger

Recorded in 1-75, page 381, Book 343 in the Deed Book of Records of Umatilla County, Oregon.

A perpetual easement for construction and maintenance of a sewer and water line on, over and under a strip of land situated [illegible] westerly of the following described line.

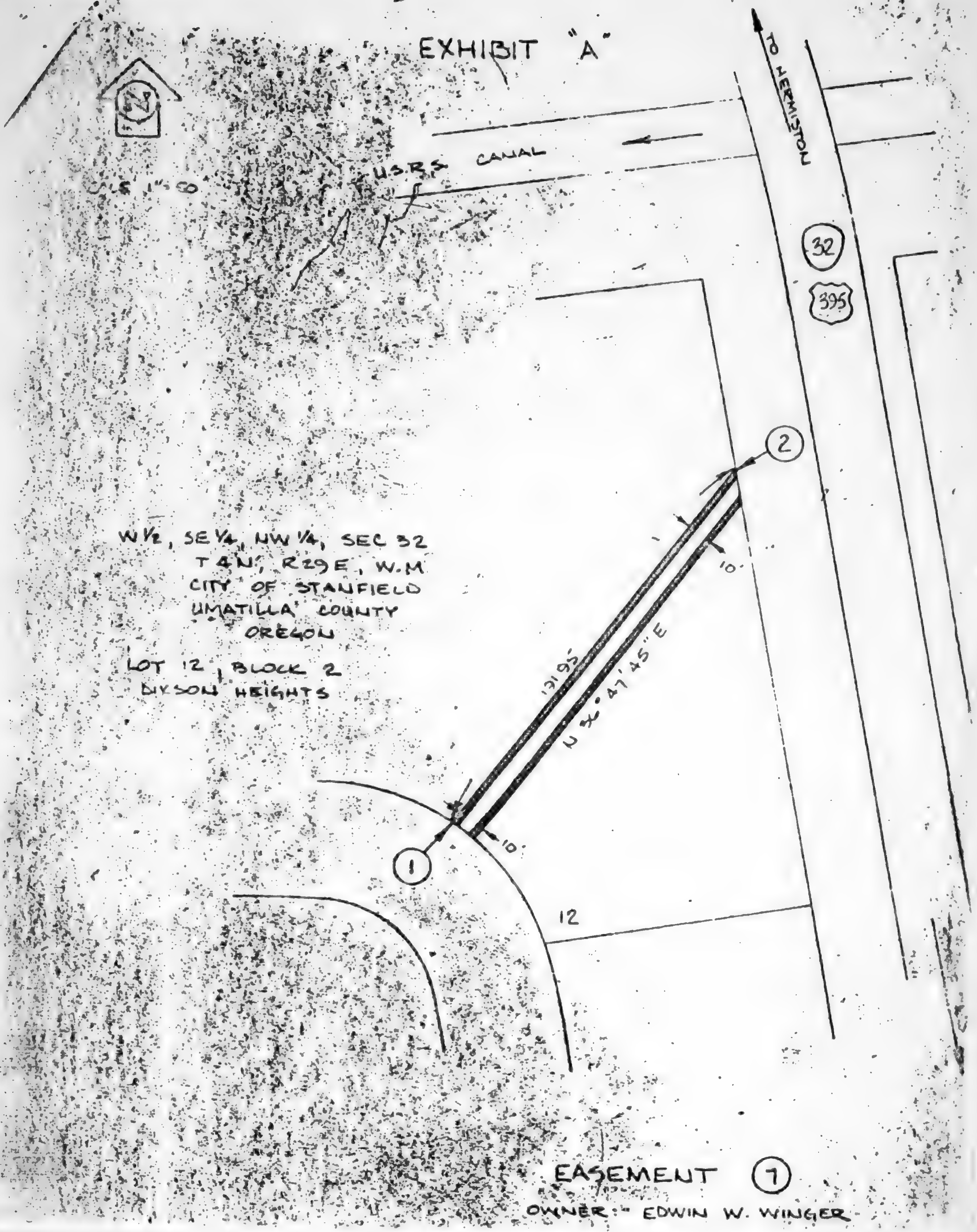
Commencing at the Northwesterly corner of Lot 12, Block 2, Dixson Heights sub-division common with the Southeasterly corner of Lot 11 of said sub-division being the point of beginning and Point #1; thence N-2[illegible]°-47'-4[illegible]"-E 191.95' to point #2 and terminus.

All situated in Lot 12, Block 2, Dixson Heights sub-division, City of Stanfield, Umatilla, Oregon.

The aforementioned description describes a plane figure with a width of 10 feet for a distance of 191.95 feet containing parallel boundaries as set out on the attached plat marked Exhibit A, Easement #7 and incorporated herein by reference.

For basis of bearings refer to Umatilla County Assessors Plats.

EXHIBIT "A"


N
SCALE 1"=50'
U.S.R.S. CANAL
TO HERMISTON
32
395
2
10'
131.95'
N 36°47'45" E
1
10'
12

W½, SE¼, NW¼, SEC 32
T4N, R29E, W.M.
CITY OF STANFIELD
UMATILLA COUNTY
OREGON

LOT 12, BLOCK 2
DIXSON HEIGHTS

EASEMENT ⑦

OWNER: EDWIN W. WINGER

Salem, Oregon
April 29, 1976

ORIGNAL SIGNED
DUANE O. CHRISTENSEN
Duane O. Christensen
Final Design Engineer

Hermiston-Stanfield Jct. Sec.
Umatilla-Stanfield Highway
Umatilla County

W. E. Schwartz
Region 5 Engineer

Attached are two copies of plan and cross sections of the four lane roadway just north of Stanfield Junction on the F. and M. Hudemann property.

The plan and cross sections show the effect of cut slopes varying from 2:1 to 6:1 in front of the house at Station 653+00 left. The slope line from Station 649+00 to 656+50 can be adjusted so the right of way line will pass in front of the house.

We do not have any information on the value of the house.

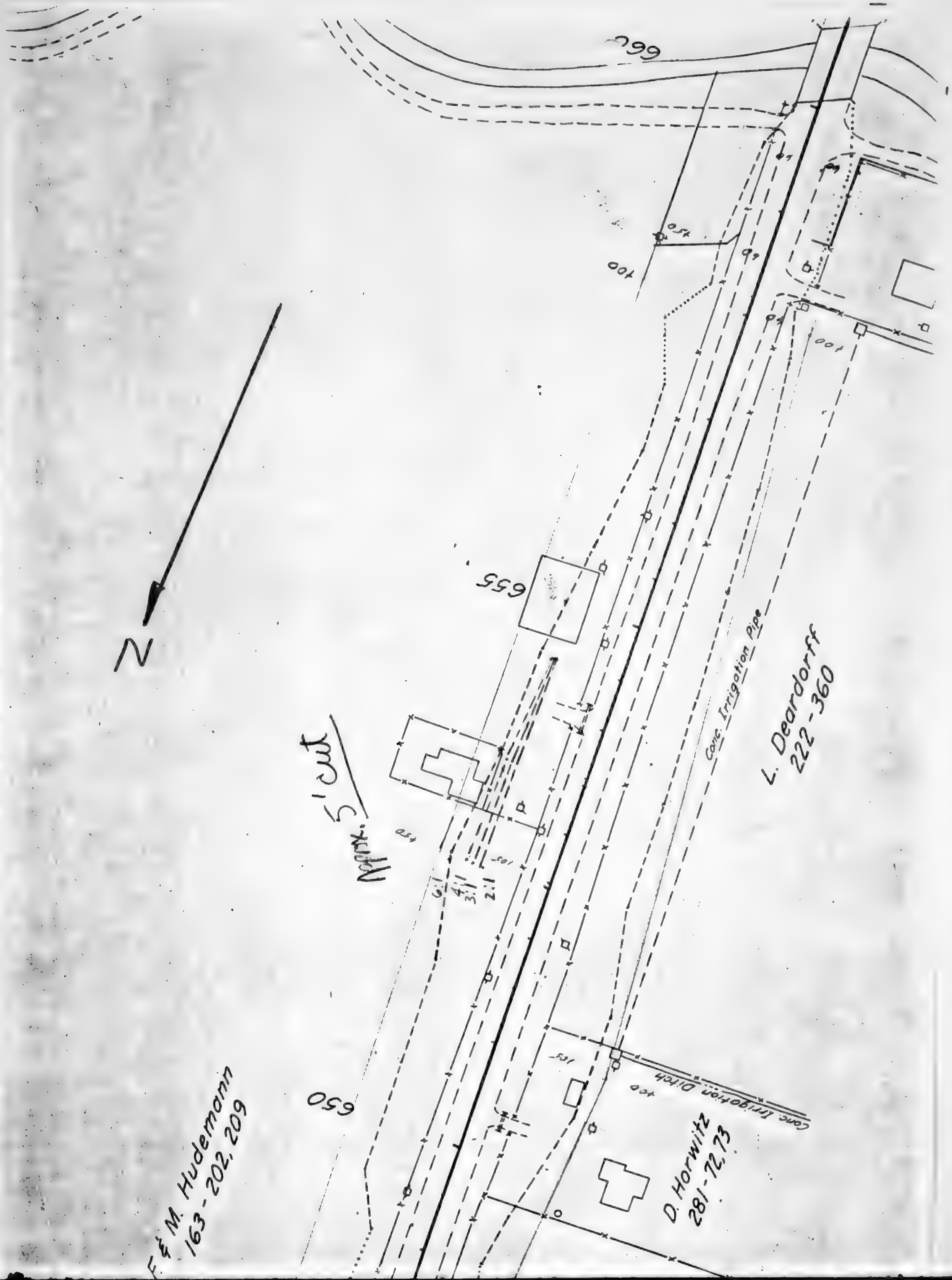
Please give us your recommendation for slopes and location of a right of way line.

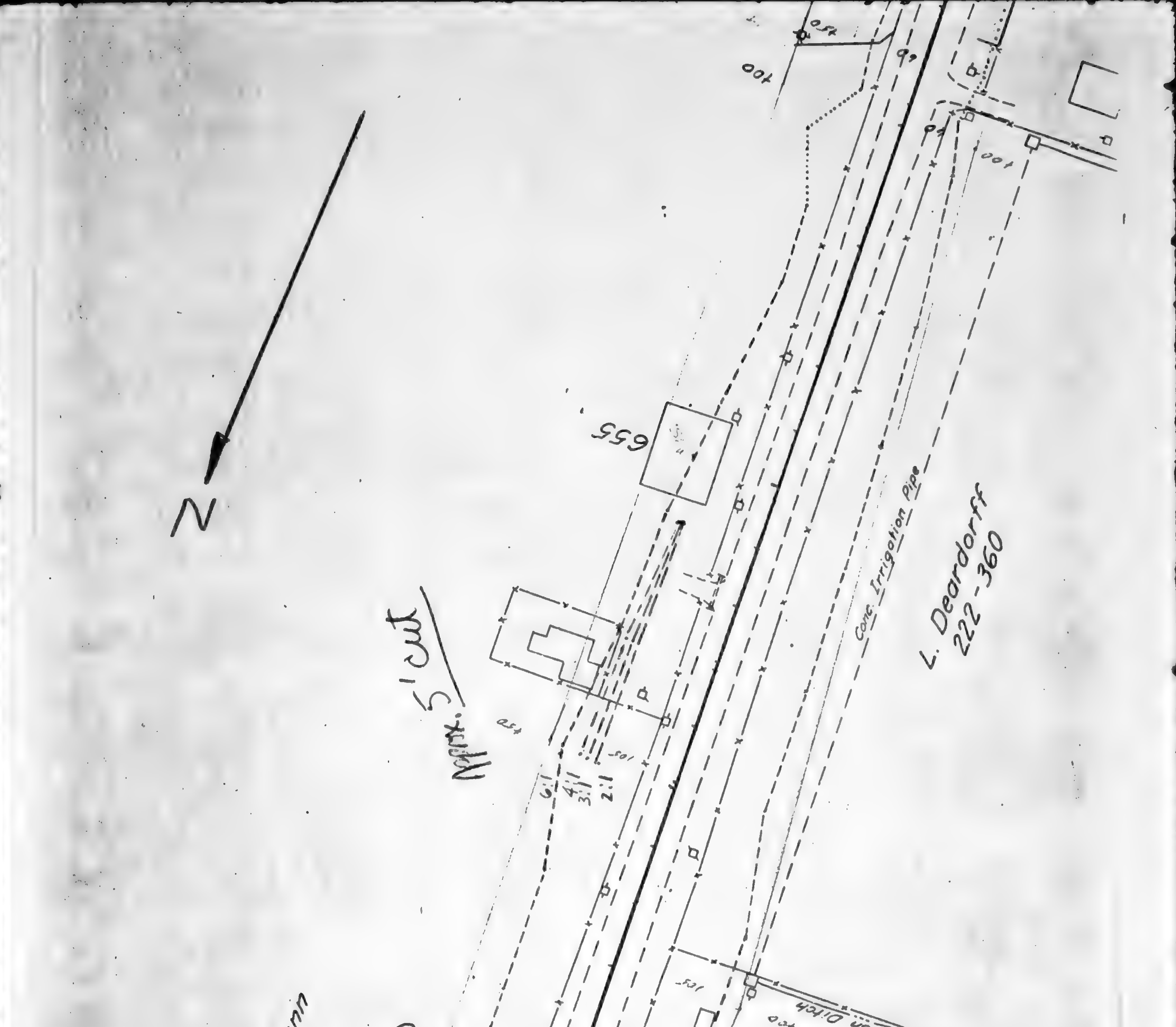
/ Versteeg ✓
Olson
Christensen
Scott
Swenson
Savage
Trout

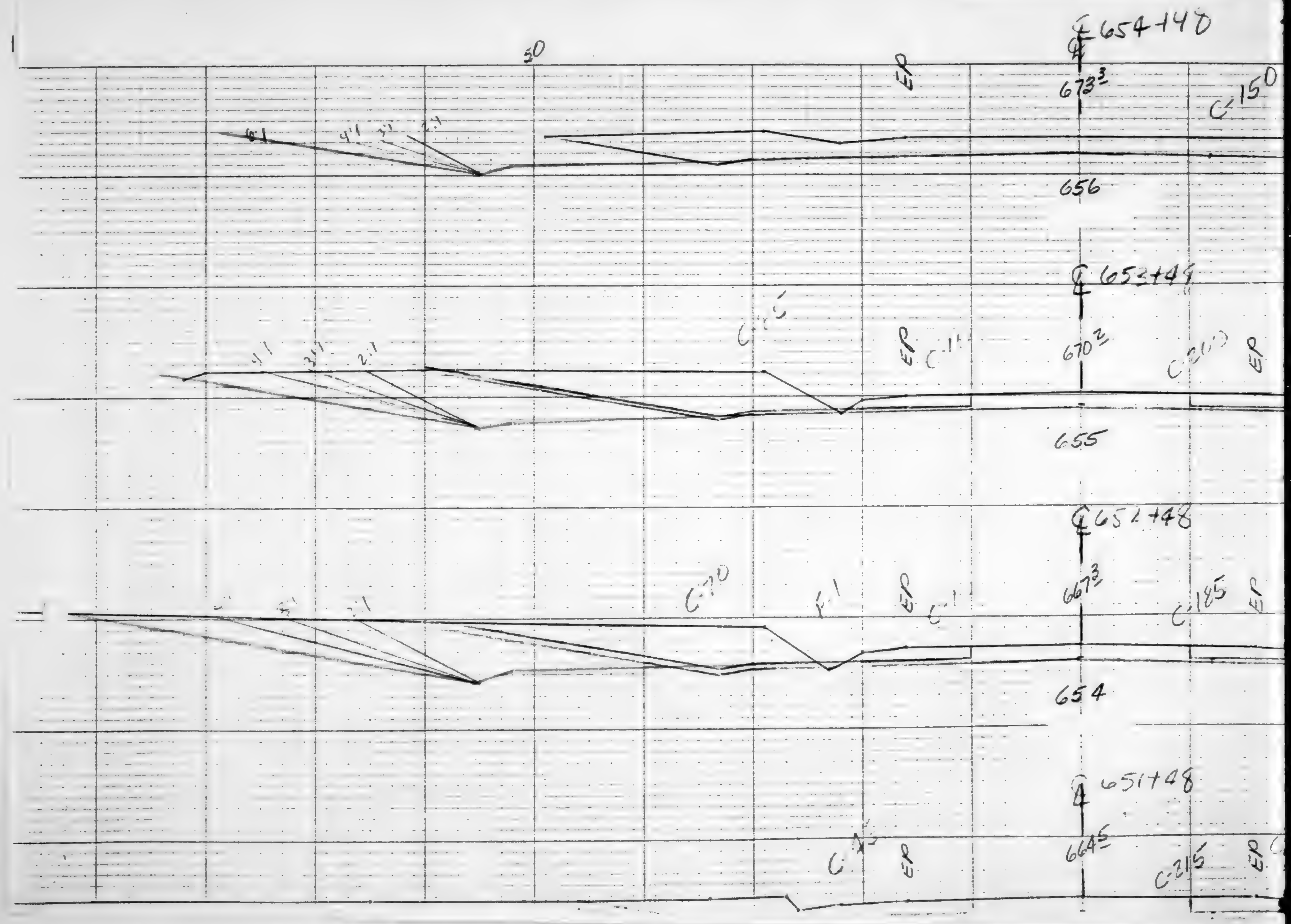
RECEIVED
APR 29 1976
ROAD
DESIGN
SECTION

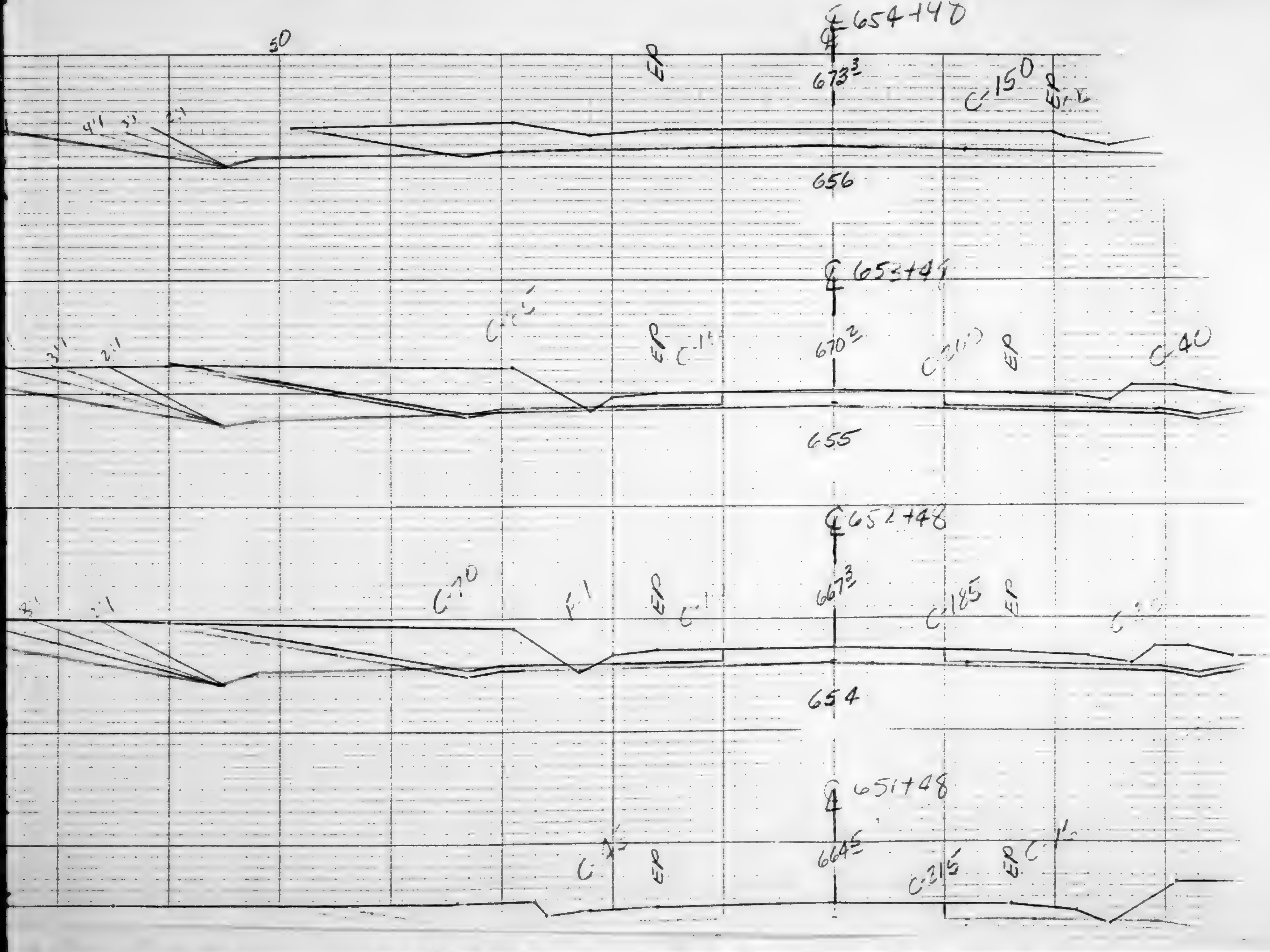
Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To ______
Bring Up ___/___/___
Other ______

FE:jh
cc: Fred Eriksen
Floyd Scott


660
100
100
655
N
Appx. 5' cut
Conc. Irrigation Pipe
L. Deardorff
222-360
105
6:1
4:1
3:1
2:1
650
105
Conc. Irrigation Ditch
D. Horwitz
281-72,73
F & M. Hudemann
163-202, 209


N
655
Appx. 5' cut
6:1
4:1
3:1
2:1
L. Deardorff
222-360
Conc. Irrigation Pipe
Conc. Irrigation Ditch
650
F. & M. Hudemann
163-202, 209
D. Horwitz
281-72,73
umpkin
268
100
150
105
125
90


℄ 654+40
50
EP
673³
C 15⁰
6:1
4:1
3:1
2:1
656
℄ 653+49
4:1
3:1
2:1
EP
670²
655
℄ 652+48
C 70
F 1
EP
667³
C 185
EP
654
℄ 651+48
EP
664⁵
C 215
EP


℄ 654+40
50
EP
673³
C-15⁰
EP
4:1
3:1
2:1
656
℄ 653+44
3:1
2:1
EP
670²
EP
C-40
655
℄ 652+48
3:1
2:1
C-7⁰
F-1
EP
667³
C-18⁵
EP
654
℄ 651+48
EP
664⁵
C-31⁵
EP

10,010

54 N

1 Weeg ✓
2 Olson
3 Christensen
7 Scott
Swenson
Savage
Trout

RECEIVED
MAY 3 - 1976
ROAD
DESIGN
SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
April 28, 1976

RIGHT OF WAY SECTION
RECEIVED
APR 29 1976

To: MEMO TO THE FILE....

SUBJECT: Stanfield Junction-Hermiston Section
Stanfield-Umatilla Highway
Umatilla County

File No. 49000 plus others
Station 545 - 566

REFERRED TO
Beard
Reed
Cole
Sample
Eriksen ✓ FE
Watson
Hager
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

I met with the Stanfield, Oregon City Council on April 27, 1976. They were slightly upset. They have been trying for several months to get the State committed on right of way needed for potential widening.

They have obtained an easement along the westerly side of the present highway right of way - station 557+00 to 566+00. This is to install a sewer line 10 to 13 feet deep. They would have preferred to install this line on the outside of the proposed new right of way (See 9-B-9-14) issued in April 1976. The owners of this land needed for the proposed right of way wanted a committment from the State before giving an easement outside the new proposed right of way. In other words, they wanted the sewer easement next to the highway right of way.

The City plans on installing that part of the sewer line through a large irrigation ditch (station 565+50) within the next 10 days. In fact, they told me in 3 days. This is necessary as there is no water in this ditch now and it will be impossible to install this after the water is in the canal. This ditch serves water to a large area.

I have previously suggested we purchase the needed right of way (station 545+00 to 566+00) on the left or easterly side and station 552+50 to 566+00 on the right or westerly side.

The easterly side has a file number 49000 and is platted. This is presently being processed as a hardship file. I will write another memo on this date of my meeting with Mr. Cruikshank.

The City Council is also worried and concerned as to access points on the Cruikshank properties and Whitesell properties. Whitesell access will be on the westerly side at approximate station 558+25 which is the only street access point in their platted section.

The City feels that because of the residential and commercial traffic that could generate if the platted areas are sold and developed, turning lanes should be provided in our proposed plans. I told them I would mention this but this is an engineering problem. They also suggested this at station 557+00 easterly side which is a street access to the Cruikshank platt, and another access on the easterly side for the Cruikshank property in the neighborhood of station 561+00.

They asked if it was possible to get a signed written commitment that the State would buy the proposed right of way on either side within 3 days. I told them it was impossible. They said that this was a reasonable answer as it had been impossible to get any action out of the State in 4 months therefore it would be impossible in 3 days.

There was a discussion of the increased costs to the State of moving the water line and sewer lines if the State purchased the right of way after installation. The water line has been installed along and within the west line of our present right of way (station 557+50 to 565+00).

There was discussion as to costs of replatting the 2 subdivisions and/or damages to lots within such platted areas resulting from our taking. I did not enter into that discussion although I can see damages could be claimed.

Summation: The City is forced to install their sewer line along our present westerly right of way line at this time. They can wait no longer to go under the irrigation ditch.

There will be considerable increased costs if the State does purchase at a later date. Costs could be avoided by buying an estimated $5,000.00 to $7,000.00 worth of land on both sides. These costs will be at least $20,000.00 and probably up to $100,000.00 depending on damages.

Ralph V Carter
Ralph V. Carter
Regional Appraiser

RVC/nmb

cc: J. B. Boyd
Floyd Scott
W. E. Schwartz

10,010

54

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE:

La Grande, Oregon 97850
April 28, 1976

FROM:

TO: MEMO TO THE FILE.......

SUBJECT: File No. 49000 - CRUIKSHANK
Stanfield Jct.-Hermiston Sec
Stanfield Jct.-Umatilla Highway
Umatilla County

Station 545+00 - 566+00

I met with Mr. Cruikshank at his home in Hermiston on April 27, 1976. Mr. Cruikshank was in an angry mood. He said he had applied long ago for a Hardship Case and the State had did "little or nothing"; that the City of Stanfield was ready to put in sewer and water but did not know where to cross the highway until the proposed new right of way boundaries were definite.

He said he was not going to change his present development plans on the basis of Preliminary Plans; that we should be able to make a written committment. He said he has lost money waiting for the State and that four (4) months was long enough.

He said he'd get the sewer and water in and start selling lots and we could pay for changing utilities and pay damages to remainder. He had a lot of other comments as to the efficiency of the State in general. He said he may call the Governor, etc.

I told him I was sorry that we could not make a definite committment, and although Mr. Cruikshank and I remain on friendly terms, he is still very angry.

I called Floyd Scott and K. A. Chatwood in Salem. The description has been written.

I suggest we attempt to buy Mr. Cruikshank's parcel in order to avoid paying damages and moving utilities.

Ralph V Carter
RALPH V. CARTER
Regional Appraiser

RVC/crp

cc: J. B. Boyd
W. E. Schwartz
Floyd Scott
R/W Files

1 Versteeg ✓
Olson
2 Christensen
4 Scott
Swenson
Savage
Trout
3 Eriksen F.E.

RECEIVED
APR 29 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

Data Furnished				
Board	Scott	Bridge	Reed (PUC)	Traffic

Date Scheduled ____________ Not Scheduled ____________

PROJECT HERM[illegible] STANFIELD [illegible] DESIGNER HUSBY

HIGHWAY UMATILLA-STANFIELD TODAY'S DATE 4-29-76

COUNTY UMATILLA COMPLETION DATE 7-76

COST ESTIMATE $3,300,000 % COMPLETE 23

Comments (Design Problems): SCOTT NOW HAS ALL (SLOPE LINES, ROAD CONNECTIONS, IRRIG. EASEMENTS) HE NEEDS TO DETERMINE R/W AND EASEMENTS.

Scott should finish R/W by end of May.

We have not received access list yet

Please call if you need to discuss

Hal

Contract Problem (R/W, R.R., Fish or Wildlife, Utilities, Permits, Other Delays, etc.): ____________

COMMENTS:

Team Leader: ____________

Final Design Engineer: ____________

Road Design Engineer: ____________

Return to Designer: ___ Team Leader: ___

DON 21-4
Umatilla-
Stanfield

PRO 4-2

SALEM, OREGON
April 28, 1976

L. W. Rulien
Project Management Engineer

John R. Oakes
Asst. Right-of-Way Engineer

PROGRAMING
File 49000 - Cruikshank
Hermiston-Stanfield Jct.
Umatilla-Stanfield Hwy.
Umatilla County

1971 Bond funds in the amount of $3,600 are authorized to purchase the above subject file.

In order to keep this section eligible for future Federal Aid on construction, it will be necessary to document this purchase in accordance with FHPM 7-2-2.

This is a fiscal year 1976 expenditure; if the expense overruns the estimate, please request additional authorization.

Prefix 30-2601 should be used for this expense.

CRN:ljt

cc: Benny Vaughn
C. P. Laux

Con 21-4'
Umatilla,
Stanfield
Sp.

FORM 8-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE April 28, 1976

TO L. W. Rulien
Project Management Engineer

J B Boyd

FROM J. B. Boyd
Right Of Way Engineer

SUBJECT File 49000 - Cruikshank
Hermiston - Stanfield Jct.
Umatilla-Stanfield Highway
Umatilla County

NOTED
E. S. HUNTER

This letter is to request programing of the right-of-way with State funds in the amount of $3,600.

Mr. Cruikshank requested hardship consideration last February. He has plotted 50± lots; commercial along the highway frontage, residential in the back. He asked this division to purchase so he could subdivide his property accordingly. He lost patience last week and has recorded his plat. I understand he lost a long-time lease with a bank because of the uncertainty about the highway. He publicly criticized the O.S.H.D. headquarter's staff in a public meeting yesterday.

The Hermiston-Stanfield area is the fastest growing area in the State. A sewer is being installed across the road 13' deep to beat the irrigation season.

Mr. Hunter authorized purchase of this property with bond money. To program this with F.H.W.A. would cause further delay.

I recommend going ahead with State money today.

JBB:KAC:ha
cc E. S. Hunter
R. L. Schroeder
W. E. Schwartz
Frank Lowe
Bob Poggione

APPROVED
E S Hunter
E. S. Hunter
Date 4-30-76

cc Boyd
Keatey
Schwartz
Rulien
4-30-76

RECEIVED
STATE HWY ENGR
APR 28 '76
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Con 21-4
Umatilla -,
Stanfield
Sp.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE April 28, 1976

TO L. W. Rulien
Project Management Engineer

JBBoyd

FROM J. B. Boyd
Right Of Way Engineer

NOTED
E. S. HUNTER

SUBJECT File 49000 - Cruikshank
Hermiston - Stanfield Jct.
Umatilla-Stanfield Highway
Umatilla County

This letter is to request programing of the right-of-way with State funds in the amount of $3,600.

Mr. Cruikshank requested hardship consideration last February. He has plotted 50± lots; commercial along the highway frontage, residential in the back. He asked this division to purchase so he could subdivide his property accordingly. He lost patience last week and has recorded his plat. I understand he lost a long-time lease with a bank because of the uncertainty about the highway. He publicly criticized the O.S.H.D. headquarter's staff in a public meeting yesterday.

The Hermiston-Stanfield area is the fastest growing area in the State. A sewer is being installed across the road 13' deep to beat the irrigation season.

Mr. Hunter authorized purchase of this property with bond money. To program this with F.H.W.A. would cause further delay.

I recommend going ahead with State money today.

JBB:KAC:ha
cc E. S. Hunter
R. L. Schroeder
W. E. Schwartz
Frank Lowe
Bob Poggione

APPROVED
E S Hunter
E. S. Hunter
Date 4-30-76

cc Boyd
Keating
Schwartz
Rulien
4-30-76

RECEIVED
STATE HWY ENGR
APR 28'76
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

1-4

7p.

OTC MEETING - 4-23-76
Delegation - Hermiston

JACKSON: We have a delegation from Hermiston. Mayor Gray - is he here yet?

NORM SCHROTH: Thank you, Chairman and members - and I'm not Mayor Gray. He'll be next. And that's all we brought. I find out now that you must come prepared for you people, and I also found out where all our Eastern Oregon road money has gone to. They been thanking you for all the road money that's being spent. And the reason that we just brought Mayor Gray and myself is because the main stretch of road that we're asking completed is a commitment/which has already been made and bonds have been sold and now I know where the bond money went.

I am Norm Schroth and I'm President of the Northeastern Oregon Roads Association. As you are aware, the state legislature authorized the sale of highway bonds in 1971 for certain needed projects throughout the state of Oregon. The improvement of Highway 395 from Hermiston to the Stanfield Interchange with I-80N was included among those various projects. The project construction was scheduled for bid letting in October of this year.

It is our understanding that all the other projects that were included to be financed through this bond issue have been completed. It is also our understanding that the Hermiston-Stanfield project has not been scheduled for bid letting due to the fact that all of the bond monies have been spent on other projects.

The Highway Division has already surveyed and proved the need for this project, so we are not here to plead that issue. We are here, however, to impress upon you the urgency of funding this project immediately due to the critical need of providing a highway suitable to meet the ever increasing traffic load that is being experienced in the Greater Hermiston Area.

We recognize the problems the Department of Transportation faces with highway funding, but in view of the past commitment for the expenditure of bond monies for this project and the increasing needs, we urge you to find solutions to this dilemma. We bring to you today the feelings and support of all the people in our area to hopefully bring this project into reality in 1976, and the Northeast Oregon Roads Association has appeared many times here and you people do know the broad base which we represent. Mr. Burco visited the Hermiston City Manager's office recently, Mr. Harper, to become acquainted with the impact that is being experienced in our area. The subject matter of Highway 395 from Stanfield Junction through Hermiston and on to the junction at the Columbia River with Highway 730 was discussed. The increased traffic that has been generated by development north of the City of Hermiston is becoming acute and our mayor will touch on that for just a moment. Discussion has been had with Mr. Schwartz, the engineer for Region 5, concerning this additional highway problem. Field survey work is presently underway by your local highway engineer so that proper assessment data may be analyzed to find the proper solution for this additional problem. Therefore, we would appreciate the Department of Transportation's attention to the improvement of the entire length of Highway 395 from the Stanfield Junction to the junction with Highway 730. Our area feels it is imperative to the safety and growth of the entire region for construction of this highway immediately.

Thank you very much, and I'd like to present to you Mayor Gray, the Mayor of the City of Hermiston.

JACKSON: Thanks, Norm.

MAYOR GRAY: Mr. Jackson, members of the Commission, Mr. Baldwin, Mr. Klaboe - I am Lawrence Gray, Mayor of the City of Hermiston and as Mr. Schroth said my concerns are directed more especially at the north end of 395 from the City of Hermiston to its junction with Highway 730. These concerns are not exactly the same as those - although this isn't in my letter - but they're not exactly the same type of concerns that were originally felt for the type of construction that created hazards in the highway - curvature, undulating surface, this type of thing due to the terrain. Now my concerns have to do more with the movement of traffic in the concentrated area because of business developments on this highway, and now I'll read you my letter if I may at this time.

My concern relative to the traffic load and resulting traffic hazards on Highway 395 is an extension of the concerns previously expressed by Mr. Schroth; more specifically, to the north of Hermiston for a distance of five miles to the junction of Highway 730.

This area has experienced an increase in traffic even more severe than has the section from Interstate 80N to the City of Hermiston. In addition to the large increase in the A.D.T., we have a local traffic congestion problem caused by the industrial and commercial developments in this area. This business activity has greatly increased the multiple traffic hazards one encounters in traversing this section of highway.

There are presently 44 new business establishments in this area together with 31 pre-existing establishments including one rodeo grounds and one race track, for a total of 75 establishments. They're building a new one out there almost every week. The uncontrolled on-and-off traffic, and this is important, from these businesses and industries add greatly to the potential for accidents.

The need and desire of the people using this section of Highway 395 is that you arrive at a determination to implement the widening of this highway from two lanes to four lanes with a center turn-out lane.

The City Council in the City of Hermiston, in cooperation with the Highway Division, has within the last month restricted parking along both sides of Highway 395 throughout its entire length within the City. This now allows for a safe flow of highway traffic utilizing four lanes with a 16-foot turn-out lane in the center to accommodate left turns.

And not again here on the - on this letter, but if we had three more traffic control lights within the City, we'd have almost perfect condition - as near as it's possible to make in the City of that size with our traffic problems.

The impact of agri-business within the Greater Hermiston Area during the past four years has been phenomenal. 50,000 new acres have been brought into production using irrigation waters from the Columbia River. Over 2,000 new jobs have been created in the potato processing business. PGE/ has started construction on their new coal-fired generating plant.

Again, as a side, within ten days after we turned gound for that project up there, I did assist in turning - breaking ground for the (name inaudible) Potato Processing plant - again employing a maximum of around 800 people within the next few years. The Union Pacific Railroad is starting a $15 million expansion of the Hinkle rail facilities. Johns-Manville has in their operation their new PVC pipe manufacturing plant. McNary Dam is projected to begin enlarging within the next five years. Many, many new supplies have come into our area with many more yet to come.

Yes, we face many challenges in the Greater Hermiston Area to provide the needed services for our expanding population. One of the paramount is that of an adequate transportation network. Therefore, I as mayor of the City of Hermiston request that you give consideration to our acute highway transportation problems. Thank you. Are there any questions?

JACKSON: We recognize that you are dealing with a project that was covered in the bond issue. We're under obligation to try to get the job done. I think we met with you people last fall and reassured you that we are fully aware of your needs and we were willing to accept the obligation that had been imposed upon us which we accepted. We are still digging for the necessary funds. We discussed the matter again this morning. We have sharpened the shovel and we will see if we can do something for you. We are in no position at this moment to nail it down, but I think you can leave here with the assurance that we're going to do everything possible to try to cover this base.

GRAY: I'm sure you are and we appreciate that interest and the past cooperation that we've had from this Commission and from the Highway Departments - both from the local level and regional level and state level. It's been admirable, and we really appreciate it and we just ask consideration for those using the highway and for their safety. I would say that these 44 new businesses have been established since the last ADT was available to me. So I can't tell you what it is now.

WALSH: The original bond project was from the Stanfield Junction north to Hermiston.

GRAY: That's correct. That had the highway - highway accidents frequency of accidents on that section, and I addressed that - it's caused by the undulating terrain, improperly aligned curves. Probably at the time they were all right. And that was US 30 - that was a lot better than that dirt road that used to go through there.

WALSH: But what I hear you saying here this morning is that the need now is greater from Hermiston north to 730 than it is from Stanfield Junction.

GRAY: The traffic - the traffic potential is greater and I'm sure the traffic actually is the ADT. I'm sure/is greater in that area, but I can't downgrade that south end, because we still have this - I'm not an engineer - I don't subscribe it, but you go around flat curves, blind curves and over-undulating surfaces of blind hilltops and this type of thing carrying this type of traffic, and it's greatly beyond imagination increase since the last ADT in 1973.

This is why I expressed a concern and extended the concerns from the south end to the north end because the commercial area that's developing. Within the city limits we've quite well with cooperation of the Highway Department have it under control with the exception of three traffic lights. To the south of Hermiston, there's a highway frontage businesses developed down there, but they have annexed to the City of Hermiston. They're under our development control. Where there's large areas, they're providing frontage roads and to apartment complexes for instance down in the town area, facing on the highway frontage, have been requested and complied with our request to furnish exit on what we called 4th Street there.

We've tried to consider the relief of traffic conditions on this highway within limits of our capabilities.

JACKSON: We're actually talking about the initial project on the south. The northern section of it from Hermiston to 730 will have to take its place in the normal allocation of priorities.

GRAY: But we don't know the ultimate development of our country - we have no way of projecting that as you are well aware probably that the Alumax development is in the courts and probably at least two years down the road. So we've had much more impact already than was projected for the Alumax plant. And we're very severly impacted by over 400 trucks a day - big semi-trucks a day with potatoes to southern Idaho, now for two years, the year around - 400 trucks a day. It's phenomenal. Were there any other questions? We thank you for this time and appreciate it and I certainly look forward to working with you in the future. Thank you.

OREGON TRANSPORTATION COMMISSION

Delegation Hon. L. P. Gray, Mayor of Hermiston, and others RE: Highway 395

Date April 23, 1976

Time 11:00 a.m.

Name	City or Town	Capacity
NORM SCHROTH	HERMISTON	PRES. N.E. OREGON ROADS
L.P. GRAY	HERMISTON	MAYOR CITY OF HERMISTON

NORTHEASTERN OREGON ROADS ASSOCIATION
411 Main Street Hermiston, Oregon

NORMAN SCHROTH, ***President***
MORRIS TEMPLE, ***Vice President***
JUDGE SAM COOK, ***Secretary-Treasurer***

Presentation to the Department of Transportation from Norman Schroth, president of the Northeastern Oregon Roads Association, residing in Hermiston, Oregon.

Members:

As you are aware, the state legislature authorized the sale of highway bonds in 1971 for certain needed projects throughout the state of Oregon. The improvement of Highway 395 from Hermiston to the Stanfield Interchange with I-80N was included among the various projects. The project construction was scheduled for bid letting in October of this year.

It is our understanding that all the other projects that were included to be financed through this bond issue have been completed. It is also our understanding that the Hermiston-Stanfield project has not been scheduled for bid letting due to the fact that all of the bond monies have been spent on the other projects.

The Highway Division has already surveyed and proved the need for this project, so we are not here to plead that issue. We are here, however, to impress upon you the urgency of funding this project immediately due to the critical need of providing a highway suitable to meet the ever increasing traffic load now being generated due to the impact that is being experienced in the Greater Hermiston Area.

We recognize the problems the Department of Transportation faces with highway funding, but in view of the past commitment for the expenditure of bond monies for this project and the increasing needs, we urge you to find solutions to this dilemma. We bring to you today the feelings and support of all the people in our area to hopefully bring this project into reality in 1976.

Robert Burko visited the office of our city manager, Mr. Harper, several weeks ago to become acquainted with the impact that is being experienced in the Greater Hermiston Area. The subject matter of Highway 395 from Stanfield Junction through Hermiston and to the junction with Columbia River Highway 730 was discussed. The increased traffic that has been generated by development north of the City of Hermiston is becoming acute. Discussion has been had with Mr. Schwartz, engineer for Region 5, concerning this additional highway problem. Field survey work is presently underway by your local resident highway engineer so that proper assessment data may be analyzed to find the proper solution for this additional problem. Therefore, we would appreciate the Department of Transportation's attention to the improvement of the entire length of Highway 395 from the Stanfield Junction to the junction with Highway 730. Our area feels it is imperative to the safety and growth of the entire region for construction of this highway immediately.

city of hermiston 295 EAST MAIN STREET / HERMISTON, OREGON / 97838

Presentation to the Department of Transportation from L. P. Gray, mayor of the City of Hermiston, Oregon.

Members:

My concern relative to the traffic load and resulting traffic hazards on Highway 395 is an extension of the concerns previously expressed by Mr. Schroth; more specifically, to the north of Hermiston for a distance of five miles to the junction of Highway 730.

This area has experienced an increase in traffic even more severe than has the section from Interstate 80N to the City of Hermiston. In addition to the large increase in the A.D.T., we have a local traffic congestion problem caused by the industrial and commercial developments in this area. This business activity has greatly increased the multiple traffic hazards one encounters in traversing this section of highway.

There are presently 44 new business establishments in this area together with 31 pre-existing, including one rodeo grounds and one race track, for a total of 75. The uncontrolled on and off traffic from these businesses and industries add greatly to the potential for accidents.

The need and desire of the people using this section of Highway 395 is that you arrive at a determination to implement the widening of this highway from two lanes to four lanes with a center turn out lane.

The city council, in cooperation with the Highway Division, has within the last month restricted parking along both sides of Highway 395 throughout its entire length within the city. This now allows for a safe flow of highway traffic utilizing four lanes with a 16 foot turn out lane to accommodate left turns.

The impact of agri-business within the Greater Hermiston Area during the past four years has been phenomenal. 50,000 new acres have been brought into production using irrigation waters from the Columbia River. Over 2,000 new jobs have been created in the potato processing business. PGE has started construction on their new coal-fired generating plant. The Union Pacific Railroad has started their

$15,000,000 expansion of their Hinkle rail facilities. Johns-Manville has in operation their new PVC pipe manufacturing plant. McNary Dam will be enlarging within the next 5 years. Many, many new supply businesses have come into our area with many more yet to come.

Yes, we face many challenges in the Greater Hermiston Area to provide the needed services for our expanding population. One of the most paramount is that of an adequate transportation network. Therefore, I - as mayor of the City of Hermiston - request that you give consideration to our acute highway transportation problems.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

January 8, 1976

Victor D. Wolfe

FROM: Victor D. Wolfe
Location Engineer

TO: E. S. Hunter
Deputy State Highway Engineer

SUBJECT: Hermiston-Stanfield Junction Section
Umatilla-Stanfield Highway
Umatilla County

This status report for the subject section is for use at the Transportation Commission meeting January 22, 1976. A map of the area is attached for reference.

This 6.4-mile section of highway has been field surveyed with tentative plans to improve the horizontal and vertical alignment to two lanes with climbing lanes.

A combination hearing was held August 3, 1972; however, if Federal funds were to be used, an additional hearing and an Environmental Impact Statement will be required.

This improvement project is presently not on any program for construction; however, it is planned to acquire necessary right of way with critical areas of anticipated development being the first priority. Funding utilizing the remaining 1971 bonds ($370,000) is anticipated for this right of way acquisition.

Att.

VAB:mc

STATUS REPORT

HERMISTON-STANFIELD JUNCTION SECTION

UMATILLA-STANFIELD HIGHWAY

UMATILLA COUNTY

Present Conditions

2 lanes (24'-32' pavement with 2 4'-6' rock shoulders)

1975 ADT - 4700

Capacity Design Leval C - 4600

Accident rate, 5-year average - 1.93

Statewide 5-year average - 1.99

Reconstruction Conditions

Cost: 2 lanes with climbing lane

Length - 6.4 miles

Grading & Paving	$2,700,000	
Structures	800,000	
Right of way (4-lane)	450,000	
	$3,950,000	(December, 1975)

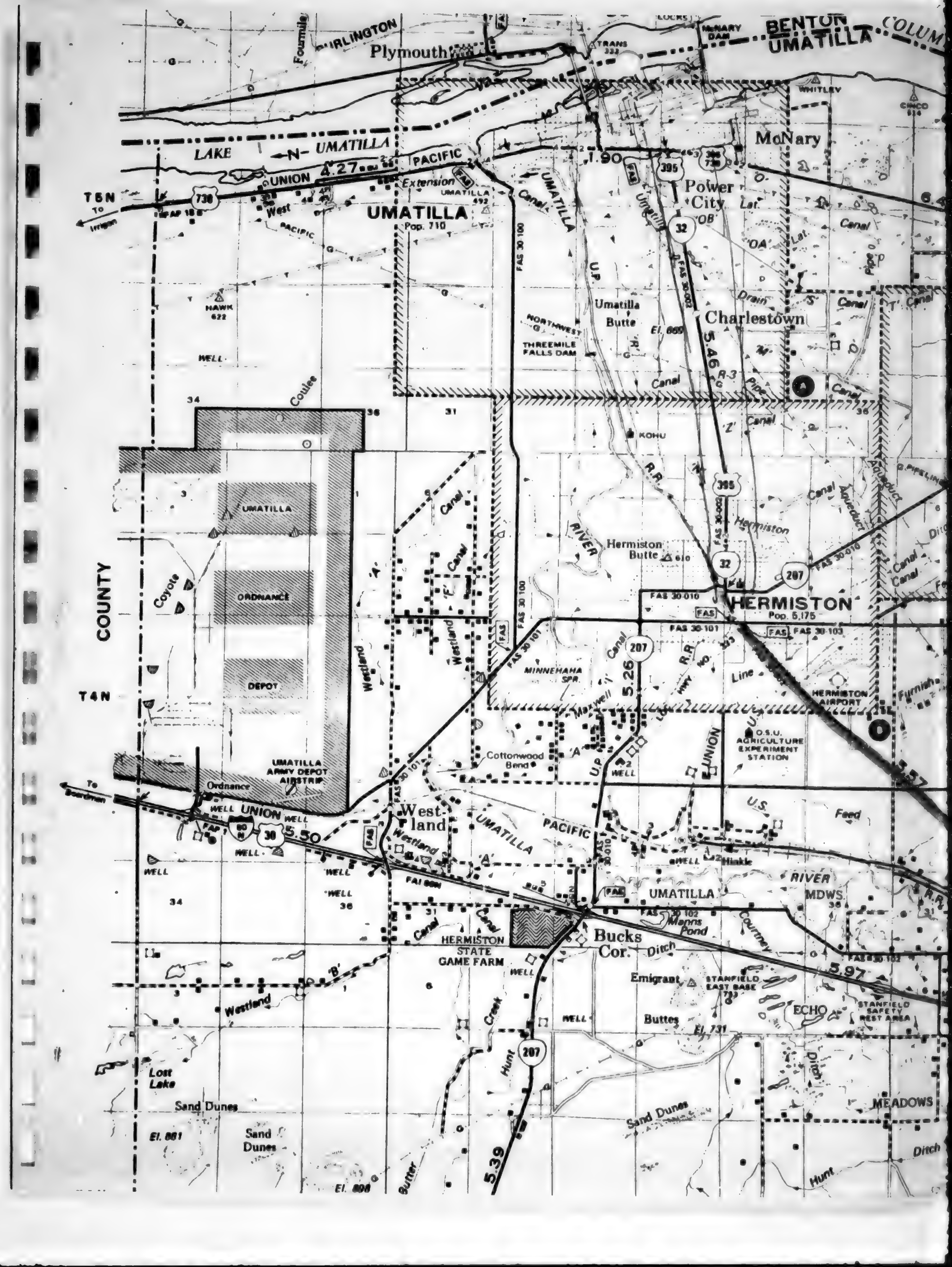
Traffic

1995 ADT - 9100 without Alumax and without I-82

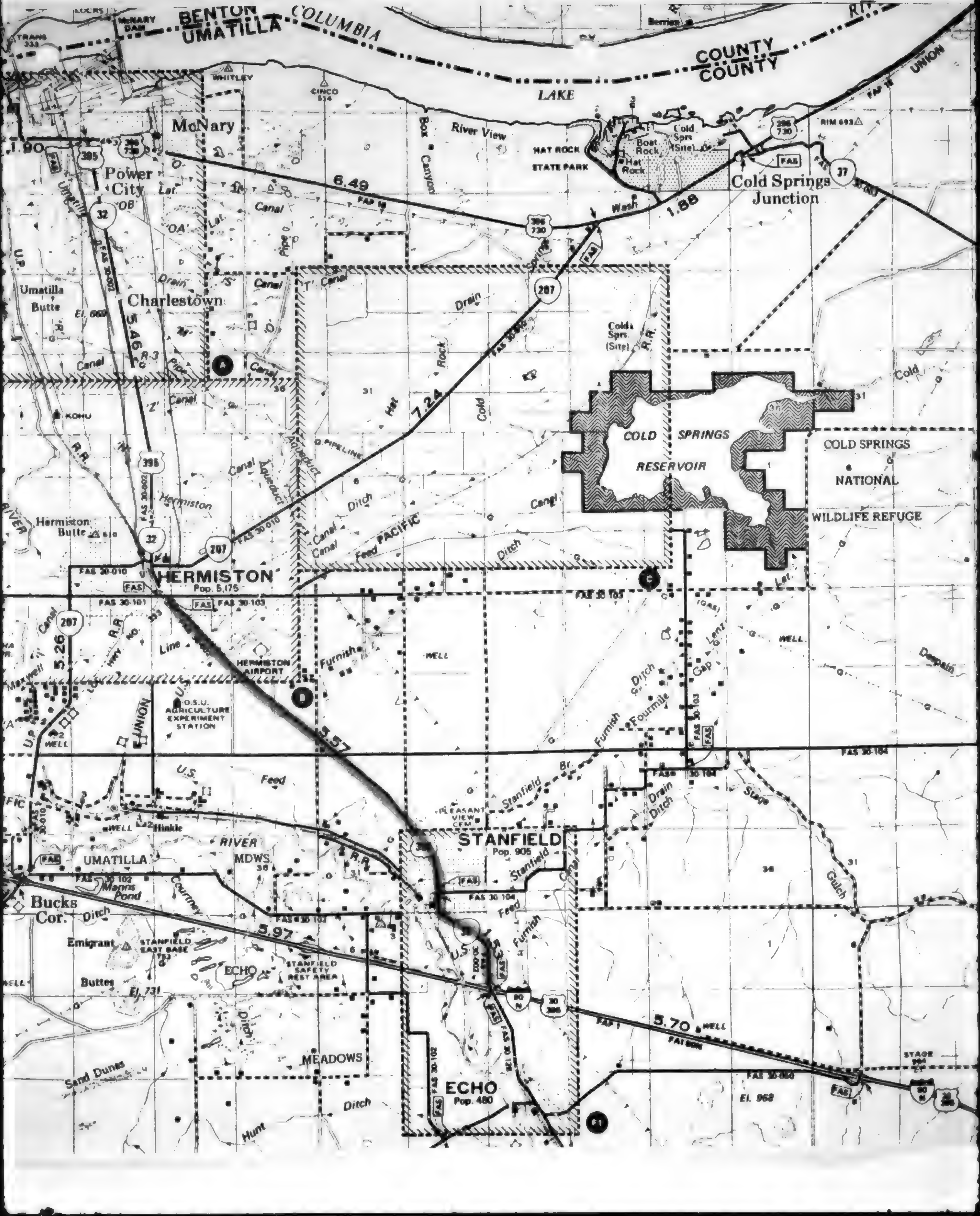
1995 ADT - 9600 with Alumax and without I-82

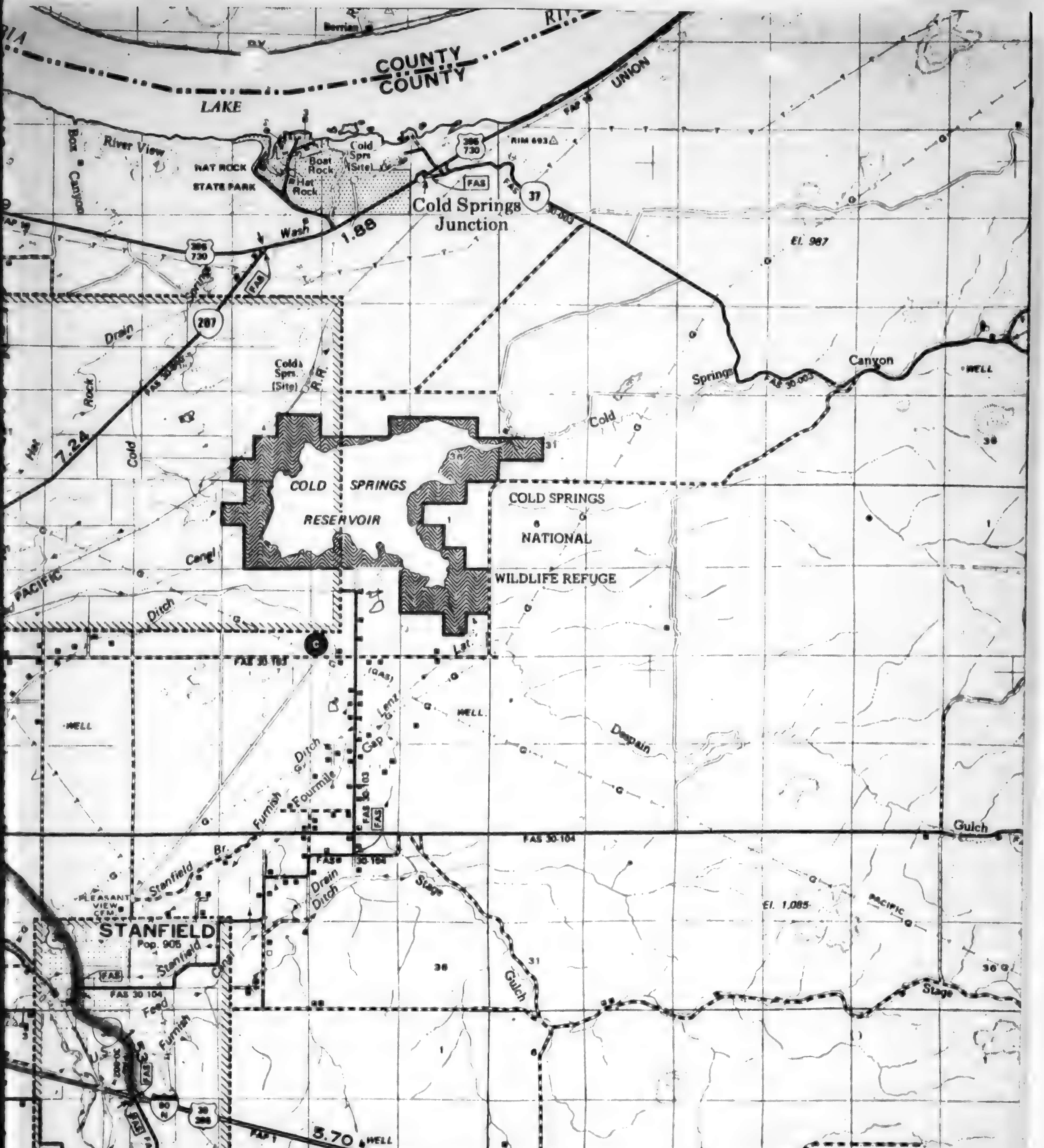
1995 ADT - 6900 with Alumax and with I-82

Capacity, Design Leval C - 6900 vehicles



BURLINGTON
Plymouth
Fourmile
LOCKS
McNARY DAM
TRANS 333
BENTON
UMATILLA
COLUM
WHITLEY
CINCO 514
McNary
LAKE -N- UMATILLA
UNION 4.27 PACIFIC
1.90
395
730
T5N
To Irrigon
West
Extension
UMATILLA
Pop. 710
UMATILLA 492
Canal
Power City
'OB'
Lat.
'O'
'OA'
Canal
Pipe
6.4
32
FAS 30 100
FAS 30 002
PACIFIC
HAWK 622
U.P.
Umatilla Butte
El. 665
Drain
'S'
Canal
'T' Canal
Charlestown
NORTHWEST
THREEMILE FALLS DAM
'R'
5.46
R-3
Pipe
WELL
Canal
Canal
Coulee
34
36
31
36
KOHU
'Z'
Canal
R.R.
395
Canal
Aqueduct
PIPELINE
Aqueduct
3
UMATILLA
Canal
RIVER
Hermiston Butte 610
Hermiston
32
207
FAS 30 010
Canal
Canal
Dig
COUNTY
Coyote
ORDNANCE
'A'
'E'
Canal
FAS 30 010
FAS
HERMISTON
Pop. 5,175
FAS 30 101
FAS 30 103
Westland
Westland
FAS 30 100
FAS
FAS 30 101
207
Canal
DEPOT
MINNEHAHA SPR.
5.26
R.R.
No.
Line
HERMISTON AIRPORT
Furnish
T4N
Maxwell
'A'
UNION
U.P.
O.S.U. AGRICULTURE EXPERIMENT STATION
Cottonwood Bend
WELL
UMATILLA ARMY DEPOT AIRSTRIP
To Boardman
Ordnance
WELL
UNION
80N
30
5.50
FAS
West-land
UMATILLA
PACIFIC
U.S.
Feed
WELL
Westland
'A'
WELL
Hinkle
WELL
WELL
FAI 80N
RIVER
UMATILLA
MDWS.
34
36
31
Canal
Canal
FAS 30 102
Manns Pond
Courtney
HERMISTON STATE GAME FARM
Bucks Cor.
Ditch
5.97
FAS 30 102
'B'
WELL
Westland
3
6
1
Emigrant
STANFIELD EAST BASE 733
ECHO
STANFIELD SAFETY REST AREA
Creek
WELL
Buttes
El. 731
Hunt
207
Ditch
Lost Lake
Sand Dunes
Sand Dunes
MEADOWS
El. 661
Sand Dunes
Butter
El. 698
5.39
Hunt
Ditch


BENTON
UMATILLA
COLUMBIA
COUNTY
COUNTY
LAKE
McNARY DAM
McNary
WHITLEY
CINCO
River View
Box Canyon
HAT ROCK STATE PARK
Boat Rock
Hat Rock
Cold Sprs Site
Cold Springs Junction
Berrien
UNION
RIM 693
Power City
Umatilla
Charlestown
Umatilla Butte
El. 669
Hermiston Butte
HERMISTON
Pop. 5,175
HERMISTON AIRPORT
O.S.U. AGRICULTURE EXPERIMENT STATION
COLD SPRINGS RESERVOIR
COLD SPRINGS NATIONAL WILDLIFE REFUGE
Cold Sprs. (Site)
Hat Rock
Cold Springs
Canal
Drain
Feed
PACIFIC
Ditch
Furnish
Fourmile
Gap
Lenz
Despain
Stage Gulch
Hinkle
UMATILLA
RIVER
MDWS.
Manns Pond
Courtney
Bucks Cor.
Emigrant
Buttes
El. 731
STANFIELD EAST BASE
STANFIELD SAFETY REST AREA
ECHO
MEADOWS
Sand Dunes
Hunt
STANFIELD
Pop. 905
PLEASANT VIEW CEM.
ECHO
Pop. 480
El. 968
WELL
1.90
6.49
1.88
5.46
7.24
5.26
5.57
5.97
1.53
5.70
395
730
37
207
32
80N
30
FAS
FAP 1
FAI 80N
FAS 30-010
FAS 30-101
FAS 30-102
FAS 30-103
FAS 30-104
FAS 30-060
U.P.
R.R.
A
B
C
D
E1



Berrian
COUNTY
COUNTY
UNION
LAKE
Box Canyon
River View
HAT ROCK STATE PARK
Boat Rock
Hat Rock
Cold Spgs (Site)
RIM 693
FAS
Cold Springs Junction
37
FAS 30-003
El. 987
Wash
1.88
395 730
FAS
207
Drain
Rock
Colds Sprs. (Site)
Hat
7.24
Cold
Springs
Canyon
WELL
Cold
31
36
COLD SPRINGS RESERVOIR
COLD SPRINGS NATIONAL WILDLIFE REFUGE
Canal
PACIFIC
Ditch
FAS 30-103
(GAS)
WELL
Lenz
Gap
Despain
WELL
Ditch
Furnish
Fourmile
FAS 30-103
FAS
Gulch
FAS 30-104
Stanfield Br.
PLEASANT VIEW CEM.
FAS 30-104
Drain Ditch
Stage
El. 1,085
PACIFIC
STANFIELD
Pop. 905
Stanfield
Canal
FAS
FAS 30-104
36
31
Gulch
36
Stage
Feed
Furnish
U.S.
80 N
30 395
3.70
WELL
FAP 1
FAI 080
STAGE 964
ECHO
Pop. 480
FAS 30-050
El. 968
FAS
80 N
30 395
F1
C

Salem, Oregon
April 21, 1976

J. H. Versteeg
Road Design Engineer

J. B. Boyd
Right of Way Engineer
BUILDING

49000 - Harman (Cruikshank-C.P.)
Hermiston - Stanfield Jct. Section
Umatilla - Stanfield Highway
Umatilla County

Attention: John Oakes

Attached is a description, an authorization and R/W prints covering our 4-lane R/W requirements from the subject owners.

The owners property is supposed to be platted as "North Slope Addition" and you requested this description in your letter of February 5, 1976.

BY:

Floyd O. Scott
Right of Way Description Engineer

FOS:md

Attach.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

DATE February 5, 1976

TO A. D. Olson
Preliminary Design Engineer

John R Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Hardship Request
Hermiston-Stanfield Jct. Sec.
Umatilla-Stanfield Highway
Umatilla County

About a month ago we received authority to use the remaining 1971 bond funds to purchase hardship and protective buying on this project, due to the great amount of development that is taking place along the present highway.

Attached is a request from Mr. Cruikshank for hardship consideration. Please ask Mr. Scott to prepare a description.

JRO:jk
attach.

[illegible]
File 49000 to R/W
4-21-76

1 Versteeg ✓
2 Olson ADO.
Terpin
3 Scott F
Swenson
Anderson
Trout

RECEIVED
FEB 5 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

Floyd:
Can do?
ADO.

2-9-76
Requested deed from Oakes.
Rec'd

Feb. 3, 1976

Vern Allen, Regional Right of Way Supervisor
1102 K. St.
La Grande, Oregon 97850

Re: As per our telephone conversation

Dear Mr. Allen:

Scott's File

I am enclosing a drawing of our development at Stanfield, Oregon. Would really appreciate it, if we can now be informed the exact amount of property the State Highway Dept. will be in need of for widening the highway.

We have had a portion of this land that some housing developers have been wanting for quite some time and also a portion of the commercial property. However; under the present condition we feel we cannot go ahead without considerable cost to both parties, as we are going to have to re-design the complete project according to the amount of land that would be used by the State.

The City of Stanfield will have water and sewer across the road from this property within 30 days and would have had it there already if we had been able to go ahead with the project as planned.

We realize it takes time for these projects, but certainly would appreciate knowing at your earliest convenience, so we can go ahead with the re-design.

Thank you.

Very truly yours,

James W Cruikshank

James W. Cruikshank

P.O. Box 249
Hermiston, Oregon 97838

JC/jm :Encl.

RECEIVED
FEB 4 - 1976
Right of Way Office
La Grande

NOTED - VERNE ALLEN

Stanfield
Hwy 54 (US 395)
[illegible]
corr 21-4

DATE: April 14, 1976

TO: MEMO TO THE FILES

D.N. Harwell

FROM: D. N. Harwell
County-City Engineer

of Stanfield

Thursday, April 8, I met with Mr. Jim Dickason, City Recorder; Honorable Charles Huxoll, Mayor; and George Corliss, City Councilman, along with Ken Murphy, Chief of Police and Joe Hershberger, City Attorney for Stanfield.

Their main concern is the proposed improvement for the Stanfield section of US 395 as it traverses the downtown area, as well as the north and south sides of the city. This is the portion of US 395 that is currently being surveyed by Mr. John Hagedorn. Mr. Hagedorn has furnished them a map of the proposed alignment indicating the right-of-way that may be needed for the project. I might mention that there is a developer considering a proposed improvement and subdivision in the immediate area of the USRS Canal on the northeast side. There is also, within the confines of his proposed development, an existing state highway stockpile site. The city would appreciate the State giving some definite indication as to what right-of-way the State may need on their proposed improvement between Harding Street and USRS Canal, as well as that area northerly of Feedville Road. This would allow the developer to develop his property as there are numerous clients ready to build in this area. They definitely felt that, based on public hearings held August 1972, the only alignment that would be receptive to the city and citizens would be improving the existing highway (US 395) in downtown Stanfield, not a bypass. The city is desirous of seeing aerial photography depicting right-of-way limits on the proposed map to get an idea of the buildings and properties to be taken as part of the proposed overall project on this route.

DNH:sch

cc: L. W. Rulien
W. E. Schwartz, Region 5
J. R. Hagedorn

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

54

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
April 8, 1976

SUBJECT: Stanfield Junction-Hermiston Section

To: MEMO TO THE FILE.....

Mr. Cruikshank, who owns platted lands on the easterly side of this highway and on the northerly edge of Stanfield, called me today and said he was in the process of selling commercial tracts in this development.

These tracts are along the highway partly within a 70 to 75 ft. width that would be taken for a proposed new alignment.

Those tracts being sold will be developed by the buyers.

Across from Mr. Cruikshank's land is another development. The City of Stanfield has installed a new water line within highway right of way. They have a permit for this line.

The City of Stanfield will let a contract in April or May for a sewer line along the right of way fence on private easements. This is within an area of the highway proposed right of way.

I told Mr. Cruikshank I had forwarded his request of staking the proposed right of way and making some sort of agreement on this right of way to Salem some months ago, and that I did not have any knowledge of when the State would buy this right of way.

He intimated that once development was started and improvements built there would be damages to the remainder platted developments if right of way was taken, but that if the right of way was determined at this time whether paid for or not he could change his plat.

(It is my opinion his statement as to damages is correct.)

I thanked him for this advance information as to his plans.

RIGHT OF WAY SECTION
RECEIVED
APR 9 1976

Ralph V. Carter
Ralph V. Carter
Regional Appraiser

RVC/nmb

cc: K. A. Chatwood
W. E. Schwartz

Referred 4-9-76
To Versteeg
For Your Info
John R. Oakes

REFERRED TO
Beard Reed
Cole Sample
✓ Eriksen FE Watson
Hager Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Olson
3 Christensen Doc
4 Scott
Swenson
Savage
Trout

RECEIVED
APR 9 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

10,010

54

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

April 6, 1976

FROM: Frank E. Terpin
Location Engineer

TO: W. E. Schwartz
Region Engineer

Attention: Dale Allen

SUBJECT: Hermiston-Stanfield Section
Umatilla-Stanfield Highway
Umatilla County
(Harry Oswald's letter)

A design hearing has been held under State law and further hearings are not contemplated at this time. This will limit us to State funding only for the project.

The major problem cited by Harry will be taken care of by the proposed construction. Two lanes will be constructed southbound from 4th St. to the market, which will allow passing. Number of left turns made through this area would be small under the present situation and would not warrant a left-turn refuge. Also, most of the traffic wanting to pass should be sorted out before reaching the area of the water tank.

In past practice we would consider a refuge lane, but with the current critical funding program, we would recommend against constructing a refuge lane.

GCW:mc

cc J. H. Versteeg

REFERRED TO

Beard
Cole
Eriksen
Hager
Read
Sample
Watson
Wolfe

[✓ Return] Discuss Do File Copy Due

BY FINAL DESIGN ENGINEER

1 Versteeg ✓
2 Olson
3 Christensen
Scott
4 Swenson
Savage
Trout

RECEIVED
APR 6 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

10,010

54

FORM E-30

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem 97310

DATE March 2, 1976

TO J. H. Versteeg
Road Design Engineer

John R Oakes

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Hermiston-Stanfield Junction Sec.
Umatilla-Stanfield Hwy.
Umatilla County

I am attaching a copy of a letter Mr. Carter sent to Mr. Boyd dated February 26, 1976 in regard to this project.

We have Mr. Hunter's approval to spend 1971 Bond Funds to purchase for hardship and for protective buying. The difficulty has been to establish the right-of-way limits on the Stanfield end of the project. It is my understanding that the information should shortly be in your hands to not only establish the right-of-way limits but to tie in new subdivision corners for the use in writing descriptions.

I am sending you this letter for the purpose of asking for anything that can be done to expedite the basic information on this project so that descriptions can be written.

JRO:ha
Att.
cc Verne A. Allen
Harry Oswald
R/W Files

1 Versteeg V
4 Olson
2 Christensen
3 Scott S
Swenson
Anderson
Trout

RECEIVED
MAR 2 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

REFERRED TO
Beard
Cole
Eriksen FE
Hager
Reed
Sample
Watson
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
February 26, 1976

FILE:

FROM: Ralph V. Carter
Regional Appraiser

SUBJECT: STANFIELD-HERMISTON SECTION....

TO: J. B. Boyd
Right of Way Engineer

SALEM

Mr. Jim Dickerson, City Manager of Stanfield, called me today concerning right of way needed in the Stanfield area.

I informed you before they were putting a water line on the west R/W line going north out of Stanfield. The last plans I saw indicated we will need additional R/W in that area. They have applied for a permit to put a sewer line in the same area. This line will be as much as 16' deep. They plan to start construction in about thirty (30) days.

If they do not get the permit, indications are they will obtain an easement along our R/W in the area we intend to buy. Either way the cost of relocating this line will greatly add to our costs of construction.

Last night the Railroad applied to L.C.D.C. and Planning for a change of use to a huge area just west of this section. The area starts on the north side of Stanfield and runs northerly about two (2) miles or more. They asked for industrial and plan on putting the main hump yard in this area. This is a very sizeable development. This will affect traffic and land values in the area of the Stanfield-Hermiston Section. This should also spur residential and commercial development along the highway.

Simplot asked for a change of use in the Hinkle area to allow them to build a twenty million dollar food processing plant. This also will affect traffic on the highway, land prices, etc.

The width and descriptions of needed R/W is necessary now as well as the money and authority to proceed -- especially the first mile going into Stanfield and north.

I fully realize that the money and authority to proceed are hard to come by, but if we wait it is going to cost many times more than it will now.

There are two (2) new platted areas in the suggested mile, and the Railroad and Simplot development may very well spur development in the platted areas.

Ralph V Carter
RALPH V. CARTER
Regional Appraiser

RVC/crp

cc: Harry Oswald
W. E. Schwartz
R/W Files

NOTED
D. O. Christensen

10,010

54

N

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
Salem, Oregon
February 19, 1976

FILE:

Floyd O. Scott

FROM: Floyd O. Scott
R/W Description Engineer

SUBJECT: Hermiston - Stanfield Section
Umatilla - Stanfield Highway
Umatilla County

TO: Memo to the File

This Memo is to set forth the reasons why R/W mapping for the subject section has not been completed and is due to the following:

1. Additional field data required Sta. 324+00 to Sta. 329+00. (No field data was furnished.)

2. Location Section is requesting final line to be staked and Section corners and properties re-tied. (We have been experiencing difficulty in relating the older survey data to the latest survey information.)

3. Job priorities dictate work on this project to be done when manpower is available. Full-time design work has not been a reality to date.

4. Designing for a future 4-lane highway involves drainage requirements and road connections beyond the scope of the initial project.

To date, main line slope catches have been developed from Sta. 329+00 to 478+00, but the road connections and drainage requirements have not yet been determined. This leaves about 3.5 miles to be worked up.

We do understand the private development problems relating to our R/W for the project and could very possibly make an advance determination of our R/W in critical areas if those areas were pin-pointed and proper documents covering the property were submitted.

Preliminary copies of our R/W maps will be sent to Region 5 and the R/W Section upon completion.

FOS:md

cc: John Oakes
W. E. Schwartz
George Wills

1 Versteeg ✓
Olson
2 Terpin Doc
Scott
Swenson
Anderson
Trout

RECEIVED
FEB 18 1976
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

10,010 54

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

La Grande, Oregon 97850
January 27, 1976

FILE:

FROM: Verne A. Allen
Regional R/W Supervisor

TO: J. B. Boyd
Right of Way Engineer

SALEM

SUBJECT: Stanfield Junction-Hermiston Section
Highway 32 (or 395)
Umatilla County

RECEIVED
JAN 2? 1976
FIELD UTILITIES, ENGR.
LA GRANDE, OREGON

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE ☐
☐ RDE ☐
JAN 28 1976
RECEIVED
REGIONAL OFFICE

Attached is a report by Ralph Carter of his conversation with the Stanfield City Manager. The manager stated that they had permission to run a sewer and water line along our Westerly R/W line between the Stations indicated in Mr. Carter's letter.

I am bringing this to your attention because it seems we do have some takings in the area and it might possibly interfere with our future plans and construction.

1 Versteeg ✓
Olson
2 Terpin T
Scott
Swenson
Anderson
Trout

RECEIVED
FEB 12 1976
ROAD DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

VERNE A. ALLEN
Regional R/W Supervisor

VAA/crp
attachment

cc: W. E. Schwartz —
cy Gerlach

Copy to Fred Erikson 2-11-76
w/ Permit #17685

REFERRED TO
Beard
Cole
[✓ Erikson] F.E.
Hager
Reed
Sample
Watson
Wolfe
[✓ Return] Discuss Do File Copy Due
BY FINAL DESIGN ENGINEER

RECEIVED
FEB 11 1976
UTILITY UNIT

Form 81-734-3032

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE
La Grande, Oregon 97850
January 26, 1976

FILE:

FROM: Ralph V. Carter
Regional Appraiser

TO: Verne A. Allen
Regional R/W Supervisor

L A G R A N D E

SUBJECT: Stanfield Junction-
Hermiston Section
Highway 32 (or 395)
Umatilla County

I had a conversation with Mr. Jim Dickason, Stanfield City Manager, who said they will have sewer and water to approximately Station 558 on the Westerly or right side by March. He said they had permission from the State to install these lines on the Highway R/W on the Westerly side. He also said they ~~annexed to Station 545+00~~ and will go to the Canal Road - Station 532+50, with eventually going to Feed ~~Line~~ Road or Station 473+00 (Feedville They plan on installing sewer and water on the Westerly side within the present R/W.

On the first part they plan to install, we have a taking on the Westerly or right side if present plans are accepted.

Mr. Cruishank, owner of the property on the East or left side, Station ~~545+00 to 567+00~~, called me last week and informs me he will be crossing the Highway with sewer and water as soon as it is available. He has platted his area.

I have sent John Oakes advanced programming on Mr. Cruishank's property.

Ralph V Carter
RALPH V. CARTER
Regional Appraiser

OREGON STATE HIGHWAY COMMISSION

Form 81-734-3487

APPLICATION AND PERMIT TO OCCUPY OR PERFORM OPERATIONS UPON A STATE HIGHWAY

Permit Number: 17685

Name and Address of Applicant:

City of Stanfield
ATTN: Jim Dickason,
City Recorder
Stanfield, OR 97875

Applicant hereby applies to the Oregon State Highway Commission for permission to perform the following operations upon the right of way of the Umatilla-Stanfield Highway, No. 54, Umatilla county, [illegible]/near Stanfield, and ______, as shown on the map or plan attached hereto and by this reference made a part hereof.

☐ Construct, operate and maintain a ______ pole line.

☐ Construct, operate and maintain a ______ buried cable.

☒ Construct, operate and maintain a 12 AC Water pipe line.

Highway Ref. Map No. 3B-19-3

☐ Erect and maintain a non-commercial sign.

☐ Miscellaneous operations and/or facilities as described.

POLE LINE, BURIED CABLE OR PIPE LINE TO BE CONSTRUCTED ALONG OR ACROSS SAID HIGHWAY AT:

Mile Post	to Mile Post	Engineers Station	to Station	Side of Hwy. or Angle of XING.	Distance From Centerline	Distance From R/W Line	Buried Cable or Pipe Depth	Buried Cable or Pipe Size and Kind	Span Length
10.52	10.60	887+90	992+45	Westerly	25	5	12" AC Class 150 Minimum depth 3.0 feet		

☐ RE ☐ RCE ☐ RBE ☐ RME
☐ ROE JAN 15 1976 ☐
☐ RDE RECEIVED ☐
REGIONAL OFFICE

SIGN TO BE ERECTED ON SAID HIGHWAY AT:

Mile Post	Engineers Station	Distance from Highway Centerline	Distance from Shoulder	Side of Highway	Remarks

DESCRIPTION AND LOCATION OF MISCELLANEOUS OPERATIONS AND/OR FACILITIES

Send approved copy to:
Val Toronto
219 S. E. Court
Pendleton, OR 97801

Recommended for approval: Walter R. Sullivan
Ass't District Engineer

Original Signed By Robert D. Hector
Regional Engineer

This permit is issued by the Commission subject to the terms and provisions contained herein and/or attached hereto; this permit is accepted and approved by applicant subject to said terms and provisions.

Applicant: CITY OF STANFIELD
By: James B. Dickason

Date of Application: 1/7/76

OREGON STATE HIGHWAY COMMISSION
By: John J. Hagemann
Utility Permit Engineer
Effective Date: 1-12-76

SP*73680-734

J

GENERAL PROVISIONS

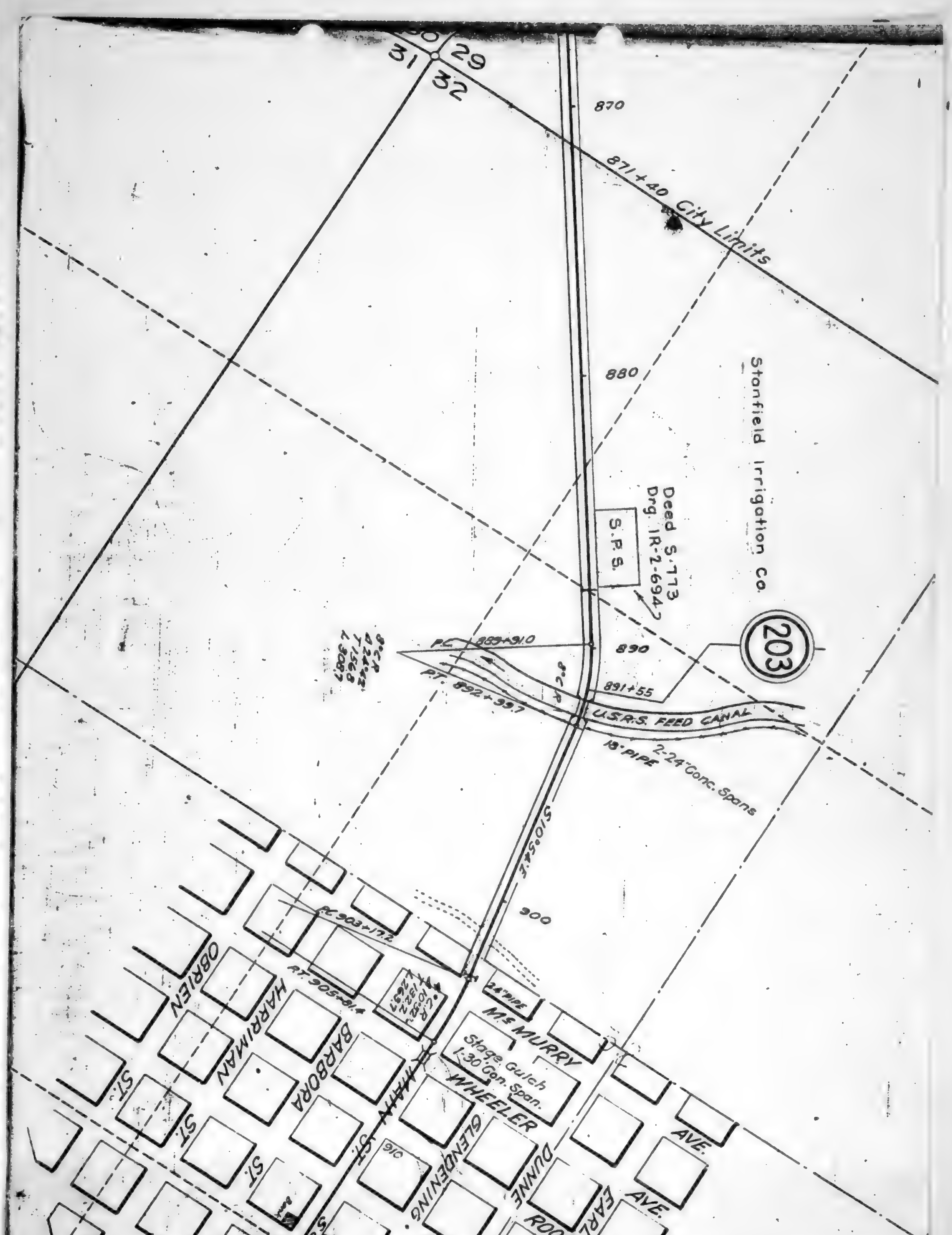
The appropriate General Provisions contained in "Oregon State Highway Commission, GENERAL PROVISIONS, for Pole Line, Buried Cable, Pipe Line, Non-Commercial Signs, and Miscellaneous Operations and/or Facility Permits, July, 1969," as supplemented and modified by the following Special Provisions, shall apply to this permit, and by this reference are made a part hereof. It shall be the obligation of the applicant to obtain said General Provisions from the Commission and to determine which of the various provisions are applicable before commencement of work under said permit.

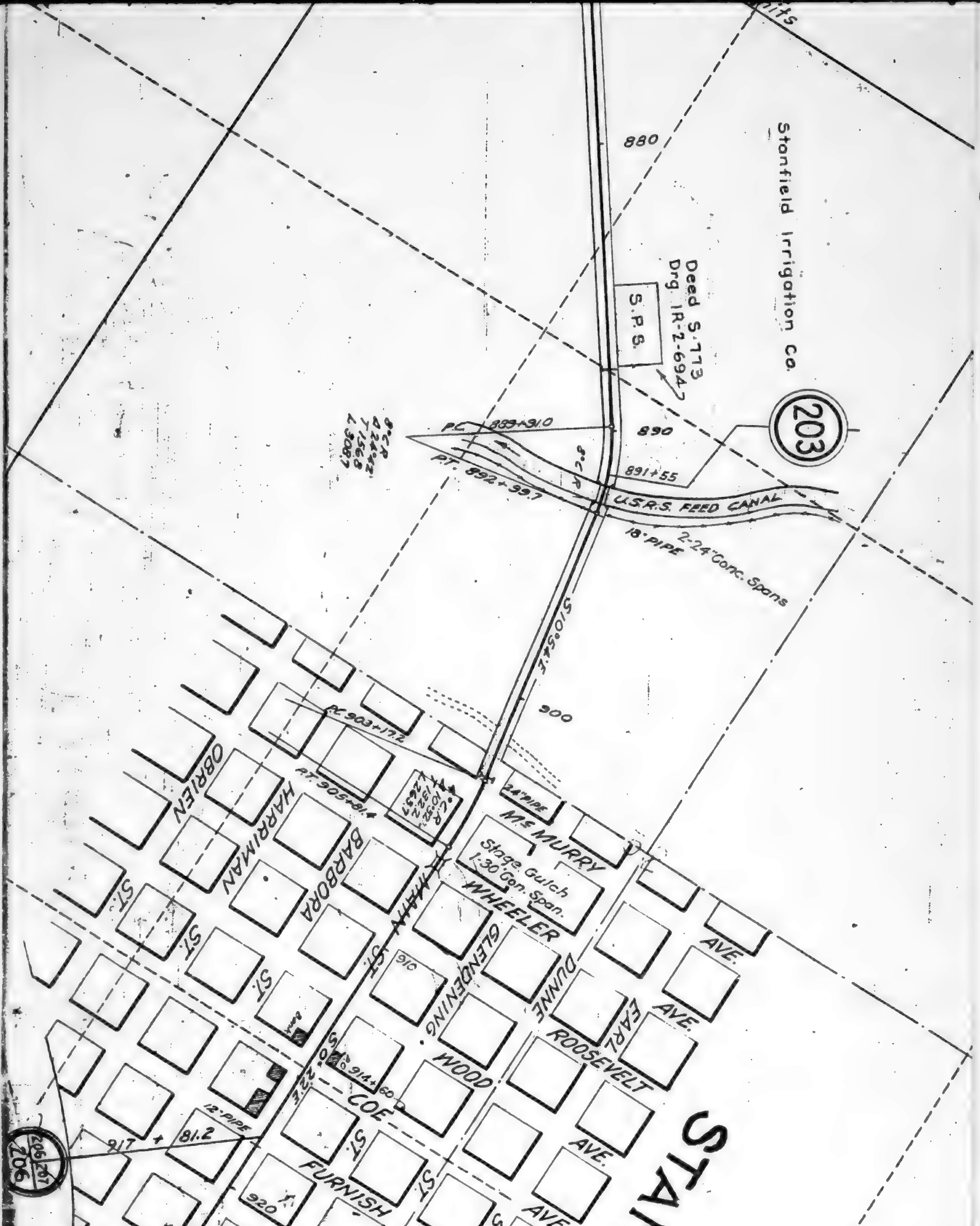
SPECIAL PROVISIONS

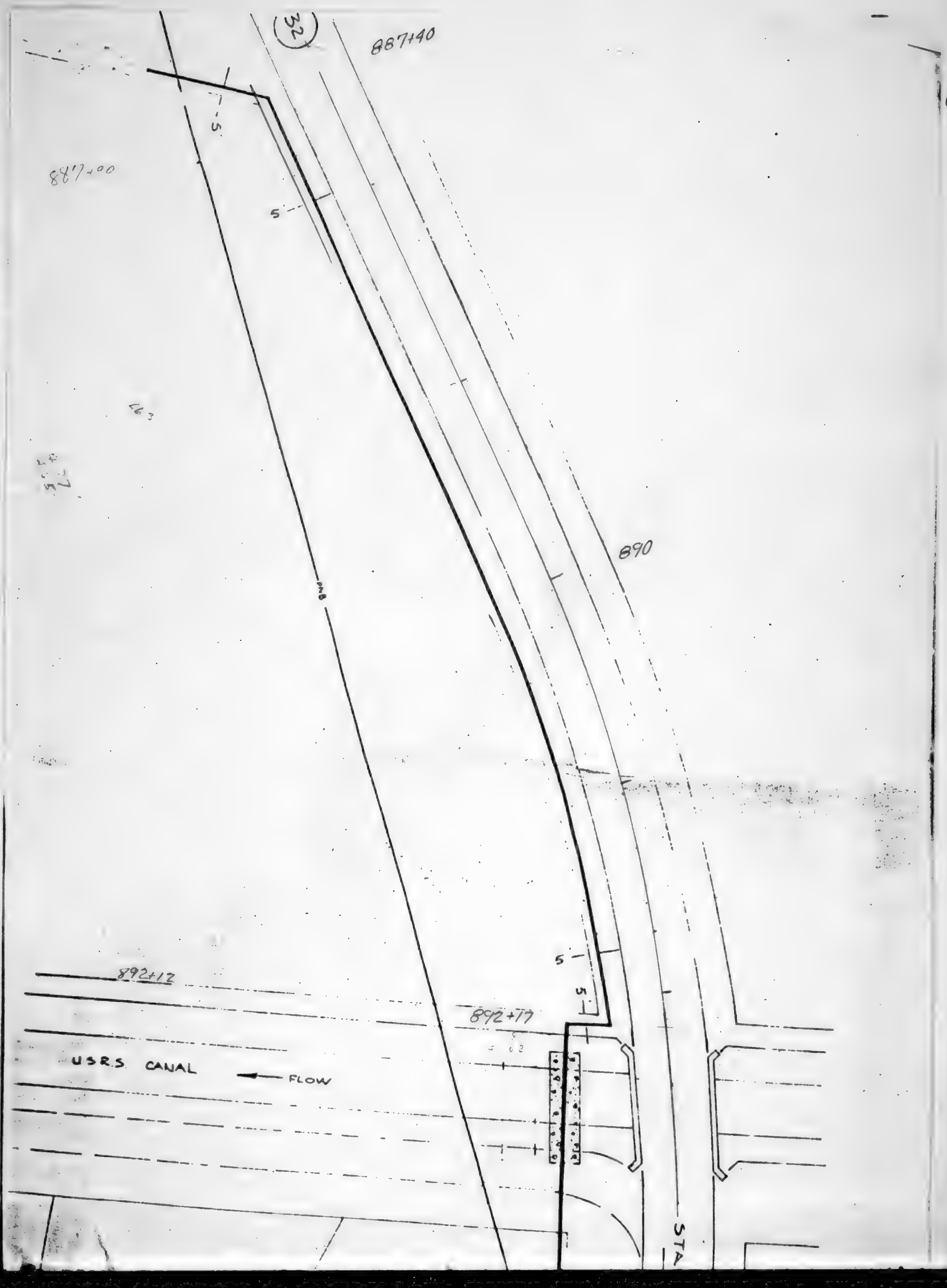
1. The section of highway involved ~~has~~/has not* been designated as a Freeway.
2. The section of highway involved ~~does~~/does not* require a permit from the United States Forest Service.
3. General Provision V, A regarding insurance shall/~~shall not~~* apply during the initial installation of facilities.
4. General Provision V, B regarding bond shall/~~shall not~~* apply during the initial installation of facilities. Bond in the amount of $ 1,000.00 is required.
5. General Provision VI, H ~~shall~~/shall not* apply to the following crossings of the highway:
   a. ( ) All crossings covered by this permit.
   b. ( ) Crossings as shown on the attached Exhibit Map. If applicable, trenching nearer than ______________ feet from the toe of the fill slope or outer edge of surfacing will not be permitted.
6. General Provision VI, H ~~shall~~/shall not* apply to the following crossings of intersecting roads or streets, road approaches or driveways:
   a. ( ) All such crossings covered by this permit.
   b. ( ) Crossings as shown on the attached Exhibit Map. If applicable, trenching nearer than ______________ feet from the toe of the fill slope or outer edges of the surfacing will not be permitted.
7. Open cutting of the paved or surfaced portion of the highway under General Provision VI, I ~~is~~/is not* permited.

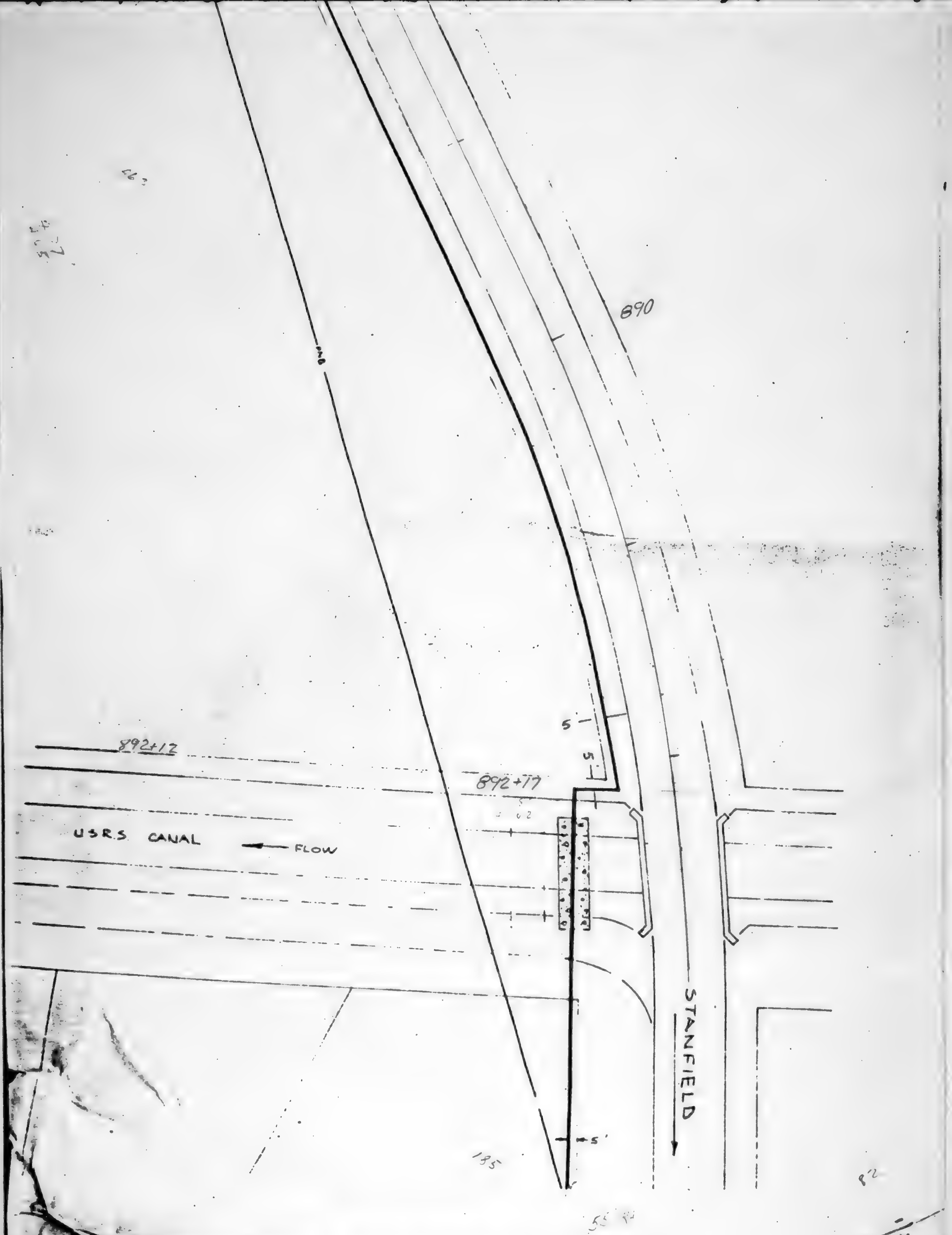
---

* Strike out word or words not applicable.


30
29
31
32
870
871+40 City Limits
880
Stanfield Irrigation Co.
Deed S.773
Drg. 1R-2-694
S.P.S.
203
P.C. 889+91.0
890
891+55
8°C.R.
Δ 24°42'
T 156.8
L 308.7
P.T. 892+99.7
U.S.R.S. FEED CANAL
18" PIPE
2-24" Conc. Spans
S10°54'E
900
P.C. 903+17.2
P.T. 905+91.4
C.R.
Δ 10°32'
T 132.2
L 263.7
24" PIPE
McMURRY
Stage Gulch
1:30 Con. Span.
OBRIEN
HARRIMAN
BARBORA
MAIN ST.
WHEELER
GLENDENING
DUNNE
AVE.
AVE.
EARL
ROOSEVE
WOOD
ST.
ST.
ST.
910
914


Stanfield Irrigation Co.
Deed S.773
Drg. IR-2-694
S.P.S.
203
880
890
P.C. 889+91.0
891+55
P.T. 892+99.7
U.S.R.S. FEED CANAL
18" PIPE
2-24" Conc. Spans
S10°54'E
900
P.C. 903+17.2
P.T. 905+81.4
24" PIPE
McMURRY
Stage Gulch
1-30 Con. Span.
WHEELER
OBRIEN
HARRIMAN
BARBORA
MAIN ST.
GLENDENNING
DUNNE
EARL
ROOSEVELT
AVE.
ST.
910
WOOD
COE
S.0°22'E
914+60
12" PIPE
917 + 81.2
FURNISH
920
TAFT
PAGE
P.C. 924
206
207
STANFIE


32
887+40
887+90
5
5
890
892+17
892+17
5
5
U.S.R.S. CANAL
FLOW
STA


890
892+12
892+77
5
5
5
U.S.R.S. CANAL
FLOW
STANFIELD
135
55
82

10, 10 54 N

Salem, Oregon
December 23, 1975

for Frank E. Terpin
Final Design Engineer

To W. E. Schwartz
Region 5 Engineer

Hermiston-Stanfield Jct. Section
Umatilla-Stanfield Highway
Umatilla County

Additional field data is required at the existing structures. Apparently the seven structures and other topography were placed on the detail map and vicinity maps from field topog "work sheets" and are not supported by "field tie" notes.

Field ties from the survey centerline to the structure ends and deck widths left and right of centerline are needed. The elevation of each corner of the concrete deck, condition of the deck and thickness and condition of the asphalt surface should also be obtained.

Mr. Hagedorn has a copy of the detail map and transit notes.

FE:jh
cc L. L. Wallace
Fred Eriksen

1 Versteeg ✓
A. Olson
2 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
DEC 2[illegible] 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up /
Other

54

FORM 2-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE December 15, 1975

TO R. L. Schroeder
Assistant R/W Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Hermiston - Stanfield Jct. Section
Umatilla - Stanfield Highway
Umatilla County

Our Region Supervisor, Mr. Verne Allen, has informed us that there is proposed development in and near the right-of-way of this project. He is asking that we consider acquisition for protective buying in at least one area where a major housing development is proposed.

Mr. Wolfe has informed us that there may be funds remaining in the 1971 Bond program that originally included this project. If this is correct, we recommend that the acquisition of right-of-way for this project be authorized for areas where the values are increasing rapidly if not for the entire project.

We would appreciate your approval.

JRO:ha
cc L. W. Rulien
Victor D. Wolfe
J. H. Versteeg ✓

12-16-75
Checked with Final Design.
Slope catches not ready.
S.

1 Versteeg ✓
A. Olson
Terpin
2 Scott S
Swenson
R. Olson
Trout

RECEIVED
DEC 16 1975
ROAD
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep
Do not File
Return To
Bring Up
Other

[illegible]

JON 91-4
Umatilla -
Stanfield

FORM 8-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE December 15, 1975

TO R. L. Schroeder
Assistant R/W Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Hermiston - Stanfield Jct. Section
Umatilla - Stanfield Highway
Umatilla County

Our Region Supervisor, Mr. Verne Allen, has informed us that there is proposed development in and near the right-of-way of this project. He is asking that we consider acquisition for protective buying in at least one area where a major housing development is proposed.

Mr. Wolfe has informed us that there may be funds remaining in the 1971 Bond program that originally included this project. If this is correct, we recommend that the acquisition of right-of-way for this project be authorized for areas where the values are increasing rapidly if not for the entire project.

We would appreciate your approval.

APPROVED
ESH
E. S. Hunter
Date 12-16-75
Using remainder of Bond funds.

Orig to Oakes

JRO:ha
cc L. W. Rulien
Victor D. Wolfe
J. H. Versteeg

NOTED
VICTOR D. WOLFE

RECEIVED
STATE HWY ENGR
DEC 16 '75
REFER TO
FOR

Info	Inves	R/D	D.R	Sign	Act	File

RECEIVED
DEC 16 1975
LOCATION SECTION

RECEIVED
DEC 18 1975
Office of
Assistant State Highway Engineer

10,611

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION
INTER-OFFICE CORRESPONDENCE

FILE: CON 21-4 Umatilla-Stanfield Sp.

December 11, 1975

FROM: Victor D. Wolfe
Location Engineer

TO: J. B. Boyd
Right of Way Engineer

SUBJECT: Hermiston-Stanfield Section
Umatilla-Stanfield Highway
Umatilla County

NOTED
E. S. HUNTER

Various means of financing this project are being explored but financing has not been made available as yet.

In the meantime, we have several hundred thousand dollars of unexpended authorization from the 1971 Bond Program which is proposed for preliminary engineering to take the project through the design stage. This would include preparation of right of way descriptions and right of way acquisition insofar as these funds would allow. This would indicate that at least those critical parcels could be acquired and possibly all, if funds permit.

Implementation requires Mr. Hunter's approval.

GCW:mc

cc E. S. Hunter ✓
L. W. Rulien
J. H. Versteeg

RECEIVED
STATE HWY ENGR
DEC 12 '75
REFER TO
FOR
Info | Inves | R/D | D.R. | Sign | Act | File

APPROVED
ESH
E. S. Hunter
Date 12-12-75

cc Wolfe
Boyd
Versteg.

Cr. 81-4
Umatilla -
Stanfield
Sp

SALEM, OREGON
July 29, 1975

L. W. Rulien
Project Management Engineer

E. S. Hunter
Deputy State Highway Engineer

Proposed 1971 Bond Issue Project
Hermiston-Stanfield Junction
Umatilla-Stanfield Highway
Umatilla County

Improvement of the subject project at an original estimate of $1,650,000 for 6.42 miles was proposed to be financed from the 1971 bond issue. A survey was made resulting in a hearing in 1972. In the meantime other projects, also to be funded by the 1971 bond issue, were undertaken which leaves a current balance of approximately $280,000. The present estimate for this project now stands at $4,400,000. Obviously, it cannot be accomplished with the 1971 bond funds.

The project is located in District 12 and has not been prioritized by the Council of Governments as a proposal for the $150,000,000 bond program. This may be because of assumptions that the project could be funded as originally intended. The project was not included in our Six-Year Federal Aid Program, also due to the presumption that it would be bond financed and also due to the fact that the Umatilla-Stanfield Highway is on the Federal Aid Secondary programe, and that our Federal Aid Secondary funds are committed in other projects.

It appears that we could implement this project in two ways. (1) Go to the Council of Governments, indicate that there are insufficient 1971 bond funds to finance the project, and ask if they concur in the project and would be willing to give it a high enough priority so that if we sold some more bonds, we could match it with the proceeds; or (2) Consider the project as an addition to the Six-Year Program, prioritize it at the next annual update and extension of the program, and finance it with Federal Aid. If we choose this option, it will be necessary to go back to a corridor-design hearing and the earliest construction date appears to be in 1978.

I would recommend that we pursue bond financing and that a critical down-scoping review of the project be made to see if the costs can be reduced, and that we use the remaining 1971 bond funds for seed and finance the balance from the additional sale.

LWR:ljt

Att.

cc: Victor Wolfe

10

CON 21 4
Umatilla
Stanfield
PRO 4-3
Cp.

FORM E-80

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

DATE January 23, 1975

TO Mr. E. S. Hunter
Assistant State Highway Engineer

FROM L. W. Rulien
Project Management Engineer

NOTED
E. S. HUNTER

SUBJECT Assessment and Project Category
~~Hermiston-Stanfield Jct. Section~~
Umatilla-Stanfield Hwy.
Umatilla County

Attached for your information is an assessment, concurred in by the FHWA.

Project Management classifies this section as a Category ~~2~~ 3 tpo project of major (non-significant) action.

Your approval will place this project in our Project Management System and allow its development in accordance with Action Plan procedures.

BLG:ljt
Attach.

cc: J. B. Boyd
L. E. George
W. J. Hart
C. T. Keasey
Victor D. Wolfe
G. A. Potter
Gary Sund
R. E. Royer
G. N. Hopkins
D. E. Swan
B. L. Gifford
Region 4 (C. M. Williams)
District 12 (H. W. Oswald)

APPROVED
EOH
E. S. Hunter
Date 1-26-75

1-27-75
ORIGINAL TO
L. W. Rulien
W/att.

RECEIVED
JAN 24 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

Con 21-4r
Umatilla -
Stanfield
Sp.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: January 21, 1975

In reply refer to: 1041EC.1

SUBJECT: Oregon Project RS-89(-)
Hermiston-Stanfield Junction Section
Umatilla-Stanfield Highway
Project Assessment

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon
Attention: Mr. 1. W. Rulien, Project Management Engineer

Based on the subject assessment, implementation of the proposed "major action" is not anticipated to have a significant impact upon the quality of the human environment of a magnitude requiring the processing of an EIS. We therefore recommend that a negative declaration be prepared for this project.

We are returning one copy of the project assessment as requested.

William A. Kappus
for G. L. Green

Attachment

cc:
OSHD (Potter)

RECEIVED
STATE HWY ENGr

JAN 22 '75

REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	
					✓	

1-23-75
Rulien - Please
handle.

RECEIVED
JAN 23 1975
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

1-23-75
ORIGINAL TO
L. W. Rulien
w/att.

RECEIVED
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: September 11, 1972

In reply refer to: 10-35-FA/727

Umatilla Stanfield

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Airport - Highway Clearance - Hermiston Airport
Hermiston-Stanfield Junction Section

Attached is a fully signed copy of the Sketch Map indicating concurrence in the finding of Public Interest with regard to the improvement of the subject highway section adjacent to the Hermiston Airport. Copies of this have been forwarded to Federal Aviation Administration for their review and comment. We will furnish information on this reply as soon as it becomes available.

Enclosure

NOTED
E. S. HUNTER
cc Wolfe

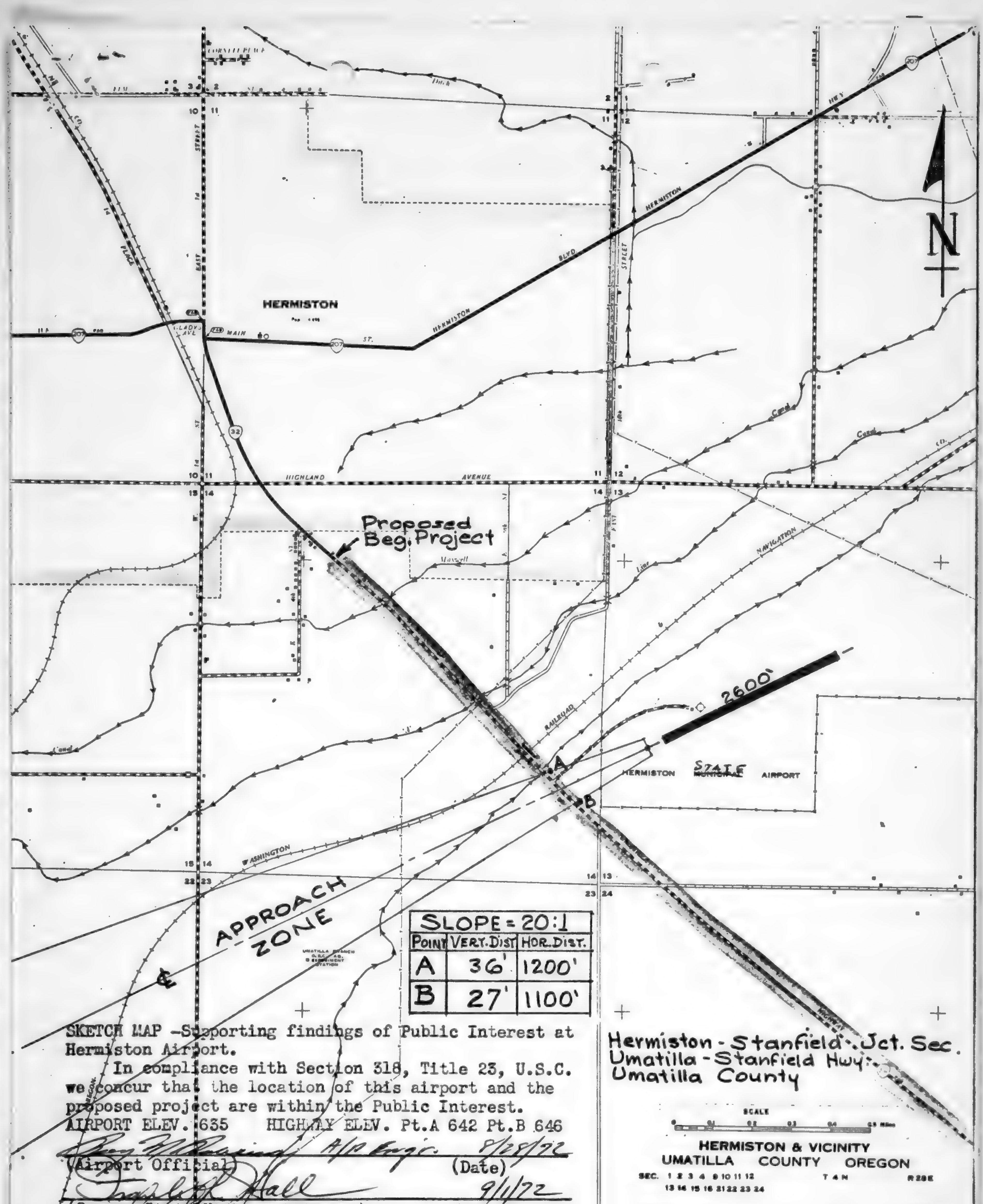
9-12-72
Hunter

RECEIVED
STATE HWY ENGR
SEP 1 2 '72
REFER TO FBR
FOR

RECEIVED
SEP 12 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

9-13-72
cc. Hall

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN


HERMISTON
MAIN ST.
HERMISTON BLVD.
HIGHLAND AVENUE
207
32
N
Proposed Beg. Project
2600'
A
B
HERMISTON STATE AIRPORT
RAILROAD
NAVIGATION
WASHINGTON
APPROACH ZONE
℄
HIGHWAY
SCALE
HERMISTON & VICINITY
UMATILLA COUNTY OREGON
SEC. 1 2 3 4 9 10 11 12 T 4 N R 28 E
13 14 15 16 21 22 23 24
SEC. 33 34 35 36 T 5 N R 28 E

SLOPE = 20:1		
POINT	VERT. DIST	HOR. DIST.
A	36'	1200'
B	27'	1100'

Hermiston - Stanfield Jct. Sec
Umatilla - Stanfield Hwy.
Umatilla County

SKETCH MAP -Supporting findings of Public Interest at Hermiston Airport.

In compliance with Section 318, Title 23, U.S.C. we concur that the location of this airport and the proposed project are within the Public Interest.

AIRPORT ELEV. 635 HIGHWAY ELEV. Pt.A 642 Pt.B 646

A/P Engr. 8/28/72
(Airport Official) (Date)

Hall 9/1/72
(Oregon State Highway Official) (Date)

9/11/72
(Federal Highway Official) (Date)

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

RECEIVED
STATE HWY ENGR
OCT 2 0 '72
REFER TO
FOR
Info | Mess | R/D | D/R | Sign | Act | File

Const.
R/W
Umatilla-Stanfield

DATE October 18, 1972

TO Oregon State Highway Commission
Spec

FROM Tom Edwards
State Highway Engineer

SUBJECT **Stanfield Junction - US30**

A corridor hearing has been held on the proposed bond project from Stanfield Junction to a connection with US30 just easterly of Umatilla. A part of the proposed project--the improvement through Hermiston--has been contracted and completed.

7580

Two routes are possible from Stanfield Junction to Hermiston. One bypasses Stanfield and costs $1.5 million; the other goes through Stanfield and costs $1.3 million.

The hearing record on the Stanfield Bypass portion is extremely adverse. Certain services depending on highway traffic will be affected by a bypass, but the traffic situation between I-80N and US 730 will be greatly improved.

Some of the lost services could be restored along with some additional benefits both to the towns of Stanfield and Echo and the surrounding highly productive farm land could be achieved by installing freeway connections at Echo Road. The overcrossing structure is in place at this point.

[illegible]

I would recommend that the Commission do the following things:

A. Adopt the bypass route at Stanfield and proceed with its construction.

B. Add ramps to I-80N at the Echo Road crossing, using Secondary Highway funds.

Upgrade the railroad crossing protection over the Union Pacific Railroad in the western part of Stanfield. Cost, $40,000.

C. Reconstruct the narrow bridge over the Umatilla River on the Umatilla-Meadows Road. Cost, $400,000.

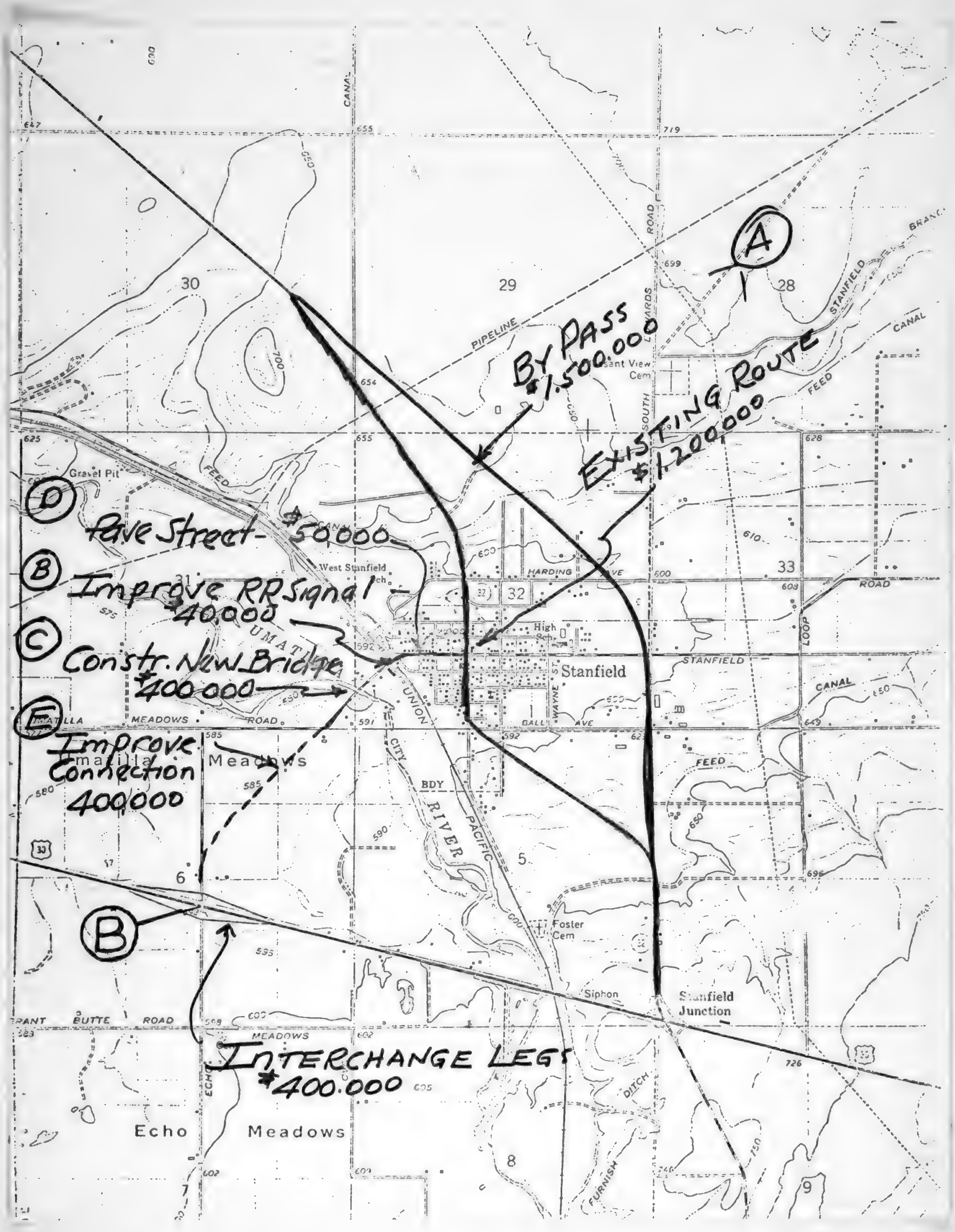
D. Overlay the existing street section (curbs are in place) between the main street of Stanfield and the bridge over the Umatilla River. Cost, $50,000.

E. Improve the Umatilla-Meadows Road and Echo Road between the Umatilla River and the interchange on the existing or on a new road. Estimated cost, $400,000.

I would suggest that the Commission approve the bypass route of Stanfield and approve opening of negotiations with the Federal Highway Administration and the processing of construction of the legs to complete the interchange at Echo Road. The rest of the improvements between Stanfield and the interchange can proceed on a piecemeal basis as funds become available.

I will discuss this with you at the next Commission meeting.

TE:ms
cc George M. Baldwin
F. B. Klaboe
E. S. Hunter


A
BY PASS $1.500.000
EXISTING ROUTE $1,200,000
D Pave Street - $50,000
B Improve RR Signal - $40,000
C Constr. New Bridge $400,000
E Improve Connection 400,000
B
INTERCHANGE LEGS $400.000
PIPELINE
CANAL
ROAD
SOUTH LEONARDS
STANFIELD BRANCH
FEED CANAL
Pleasant View Cem
Gravel Pit
FEED
West Stanfield Sch
HARDING AVE
ROAD
LOOP
32
High Sch
Stanfield
STANFIELD
WAYNE ST
BALL AVE
UMATILLA
UMATILLA MEADOWS ROAD
Umatilla Meadows
CITY BDY
UNION PACIFIC
RIVER
Foster Cem
Siphon
Stanfield Junction
GRANT BUTTE ROAD
MEADOWS
ECHO
Echo Meadows
FURNISH DITCH
30
29
28
31
33
6
5
7
8
9

PROJECT ANALYSIS
COMPARISON OF ALTERNATE PROPOSED HIGHWAY IMPROVEMENTS AT STANFIELD

Methodology

In this analysis, road user benefit-cost analysis is the method used. Benefits are road user cost savings which result from motorists using the assumed new facilities. These benefits are annualized and include both time and mileage element savings.

The cost portion of the analysis is the sum of the difference between the costs assigned to the existing facility and those estimated for the proposed facility.

Description

The alternatives considered in this analysis are described below (also see attached map):

1. Improvement of existing alignment through Stanfield for 3.0 miles at a cost of $1,295,000.

2. Construction of a bypass west of Stanfield for 3.0 miles at a cost of $1,563,000.

3. Construction of an interchange at Echo Road and a spur from the interchange into Stanfield for 1.4 miles at a cost of $1,368,000.

4. Construction of the interchange alone at a cost of $400,000.

5. Construction of the bypass, interchange, spur, and improvement of the existing highway from the northern terminus of the bypass to the northern terminus of the spur, a combined length of 5.8 miles at a cost of $3,721,000.

Analysis

In terms of road user economics, the benefit-cost ratio is an important factor in the decision to approve or reject a project. Generally, if the ratio is less than one (1.0), the project is undesirable and should be rejected, and greater than one (1.0), desirable and should be considered (along with other highway needs) for construction.

As the accompanying table clearly shows, all the proposed alternative projects in the Stanfield area fall short of a benefit-cost ratio of 1.0. Only the bypass proposed, with a ratio of 0.90, approaches this criterion. Construction of an interchange and spur into Stanfield appears to be the least desirable alternative, having a benefit-cost ratio of only 0.06.

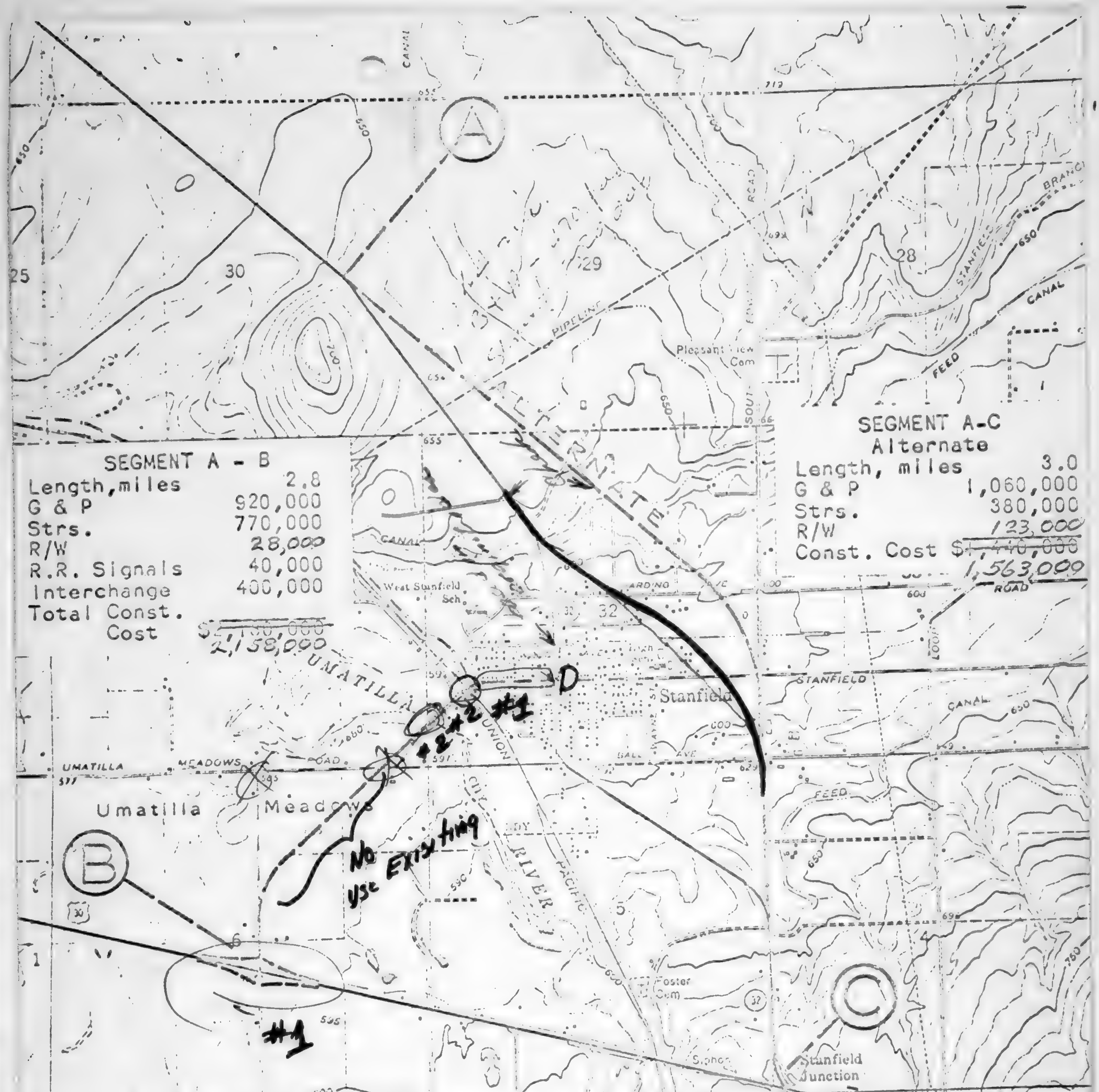
An alternate method of analyzing road user benefits as a yardstick for construction of a project is to capitalize the annual vehicle operations savings (road user benefits) for a 30-year period and compare this value with the project construction cost. In order for a project to be justifiable on the basis of road user economics, the present value (capitalized annual savings) of total savings must equal or exceed the cost of construction. None of the Stanfield project proposals accomplishes this goal.

Since there are many projects awaiting construction which will result in road user savings greater than highway costs, it is safe to assert that none of the proposals considered here are economically justified.

ANNUAL SAVINGS AND COSTS
STANFIELD
SELECTED ALTERNATE PROPOSALS

	Improve Existing Highway	Construct Bypass	Construct Interchange and Spur	Construct Interchange Only	Construct Total Package
Vehicle Operations Savings					
Time Element	$49,989	101,873	3,892		70,119
Mileage Element	--	--	2,356		2,356
Total Operations Savings	49,989	101,873	6,248	18,699	72,475
Highway Costs	94,017	113,474	99,317	40,000	212,791
Net Savings (Costs)	(44,028)	(11,601)	(93,069)	(21,301)	(140,316)
Benefit-cost Ratio	0.53	0.90	0.06	0.47	0.34
Construction Cost (000)	1,295	1,563	1,368	400	3,721
Present Value of Total Savings 1/ (000)	688	1,402	86	257	998

1/ The present value of the annual operations savings for a 30-year amortization period is computed by applying the 30-year factor for the present value of an annuity of one per period ($a_{\overline{n}|}i = \frac{1-(1+i)^{-n}}{i}$) to the amount of the annual operations savings.


A
B
C
D
ALTERNATE
UMATILLA
RIVER
UNION PACIFIC
Stanfield
West Stanfield Sch.
Umatilla Meadows
Pleasant View Cem
Foster Cem
Stanfield Junction
Echo
PIPELINE
FEED CANAL
CANAL
STANFIELD BRANCH
UMATILLA MEADOWS ROAD
EMIGRANT BUTTE ROAD
HARDING AVE
BALL AVE
#1
#2
#2
#1
No
use Existing
Alt #1 + Alt #2
STANFIELD, OREG.

SEGMENT A - B

Length, miles	2.8
G & P	920,000
Strs.	770,000
R/W	28,000
R.R. Signals	40,000
Interchange	400,000
Total Const. Cost	$~~2,130,000~~ 2,158,000

SEGMENT A-C
Alternate

Length, miles	3.0
G & P	1,060,000
Strs.	380,000
R/W	123,000
Const. Cost	$~~1,440,000~~ 1,563,000

SEGMENT A-C
Existing

Length, miles	[illegible]
G & P	870,000
Strs.	350,000
R/W	[illegible]
Const. Cost	$~~[illegible]~~ 1,295,[illegible]

Ca 21-4

December 10, 1973

The Honorable Avery Berry
Mayor, City of Stanfield
City Hall
Stanfield, Oregon 97875

Dear Mayor Berry:

In further response to your letter of October 24, 1973, a thorough review of the traffic and pedestrian situation on US395 through Stanfield has been completed. The review was based on current traffic conditions and data collected after the rerouting of US395 through Stanfield was completed.

After consideration of the current traffic situation and reconsidering our June 1973 traffic signal investigation, it has been determined that traffic signals are still not warranted on US395 in Stanfield. Aside from the fact that the warrants are not met, there are far more requests for traffic signals than we have funds to install. However, there are a number of other traffic control changes which are being made on the highway. We feel these changes will significantly improve traffic and pedestrian conditions through the City of Stanfield.

The school signing at the intersections of Harding Avenue and Coe Avenue will be upgraded with new signs installed in accordance with our new standards which are shown on the attached plan. A 12-inch amber flashing beacon will be installed in place of the previously existing 8-inch flasher at the intersection of Harding Avenue.

A speed zone study has been conducted and submitted to the State Speed Control Board for their consideration. As a result, it is expected that sign changes will be made to correlate with the proposed speed zoning. The curve warning signs along the highway will also be revised to give better warning for the horizontal curves.

If you have further questions regarding this matter, please advise.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

Enclosure
DKH:ds jf

bc: F. B. Klaboe
A. E. Johnson
L. E. George
H. S. Cox
W. E. Schwartz

Con 31.
Umatilla
Stfd
rp

November 1, 1973

The Honorable Avery Berry
Mayor, City of Stanfield
City Hall
Stanfield, Oregon 97875

Dear Mayor Berry:

Your request of October 24 regarding installation and/or modification of traffic control measures for vehicles and pedestrians in Stanfield will be reviewed on the basis of the previous study as well as current conditions.

The matter of rerouting Highway 395 around the city is one of long-standing concern and was subject of the hearing of August, 1972. The recent decision of using either "C" or "J" Corridor as the routing of I-82 will have to be taken into consideration because of the effect I-82 will have on traffic in the area.

We appreciate your bringing this matter to our attention and will advise you of our conclusions in the near future.

Very truly yours,

E. S. Hunter
Assistant State Highway Engineer

cc: J. N. Hershberger
P. O. Box 309
Hermiston, Oregon 97838

bc: F. B. Klaboe
A. E. Johnson
L. E. George w/att. - Please review and report.
H. S. Cox w/att.
W. E. Schwartz w/att.

DNH:mm jf

October 24, 1973

RECEIVED
COUNTY & CITY SECTION
[illegible] 29 1973

Mr. S. L. Cox
County-City Division
Department of Transportation
Highway Division
Salem, Oregon 97310

Re: Traffic Control in Stanfield
Harding Street and Highway #395
intersection

Dear Mr. Cox:

The Council of Stanfield has again been called upon by several citizens to attempt to get some additional control of traffic, either or both vehicular and pedestrian, at the intersection of Main Street (Highway #395) and Harding Street. Harding is the main East-West street leading to the grade school. Young children now cross the highway with a reserve police officer flagman at the main morning crossing hour and also by a school bus in the afternoon. The City pays the officer and the School District furnishes the bus. Still many parents appear worried about the hazard at other hours for pedestrian cross-traffic.

At present a flashing amber light cautions Highway #395 traffic, and stop signs face Harding Street traffic on each side of the highway. I believe that a traffic study was made by the Highway Department three years ago on this same problem. It was then concluded that any attempt to stop south bound traffic on Highway #395 (then Highway #32) would be too hazardous to both vehicles and pedestrians because of the downgrade of the highway as it approaches Harding Street after over-crossing the Hermiston Irrigation District's feed canal.

Traffic is, we believe, on a steady increase on Highway #395 so the problem worsens.

Page Two

The foregoing is background information which I am certain that you have already. The elected officials, mayor and councilmen, are subjected to much pressure to "get something done". If in fact nothing can be done about this crossing other than what has already been done, a letter from you would at least be something which we could give to the objecting citizens.

It would be most appreciated if you would give this matter your personal attention and come up with some official position or recommendation. Even if that recommendation should require re-routing Highway #395 around the City as the only practicable solution, we could present that to the citizens and proceed with hearings as provided for such a re-routing. The populace would have to get out and be heard or have no reason for further complaint.

We have in the past approached some of the local highway officials with this problem without much success. So, upon the advice of our city attorney, Joe Hershberger, whom you know, we are asking for your assistance in this matter. We feel that letters to Representative Al Ullman, the Federal Highway Administrator, the Governor and others whose names have been suggested is not the way to approach this problem, to get it resolved and to preserve good working relationships between all parties concerned. We thank you in advance for your attention and help in this matter and your recommendation thereon.

Very truly yours,

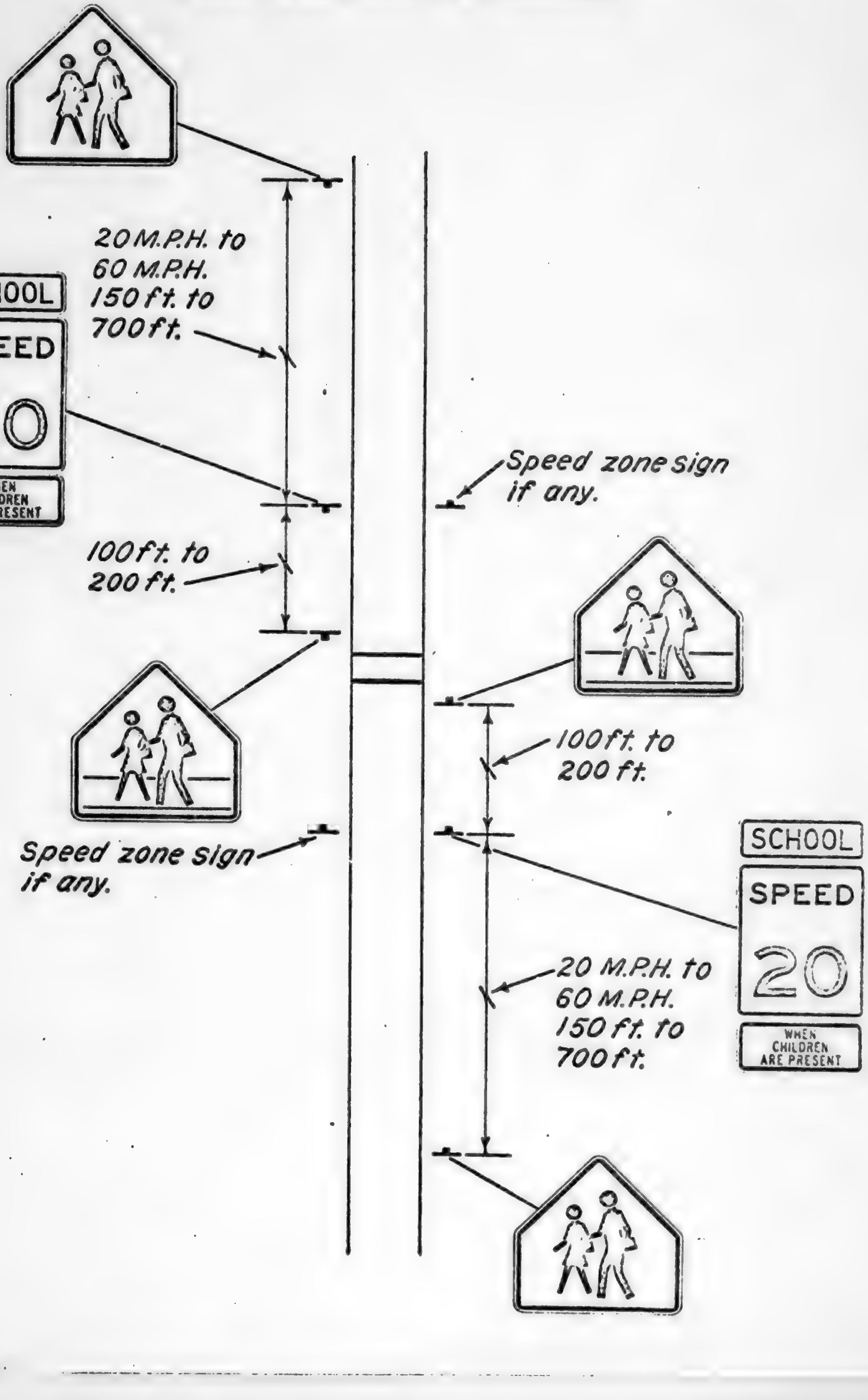
Avery E Berry

AVERY BERRY
Mayor, City of Stanfield

AB:djh
CC: J. N. Hershberger
P. O. Box 309
Hermiston, Oregon
97838

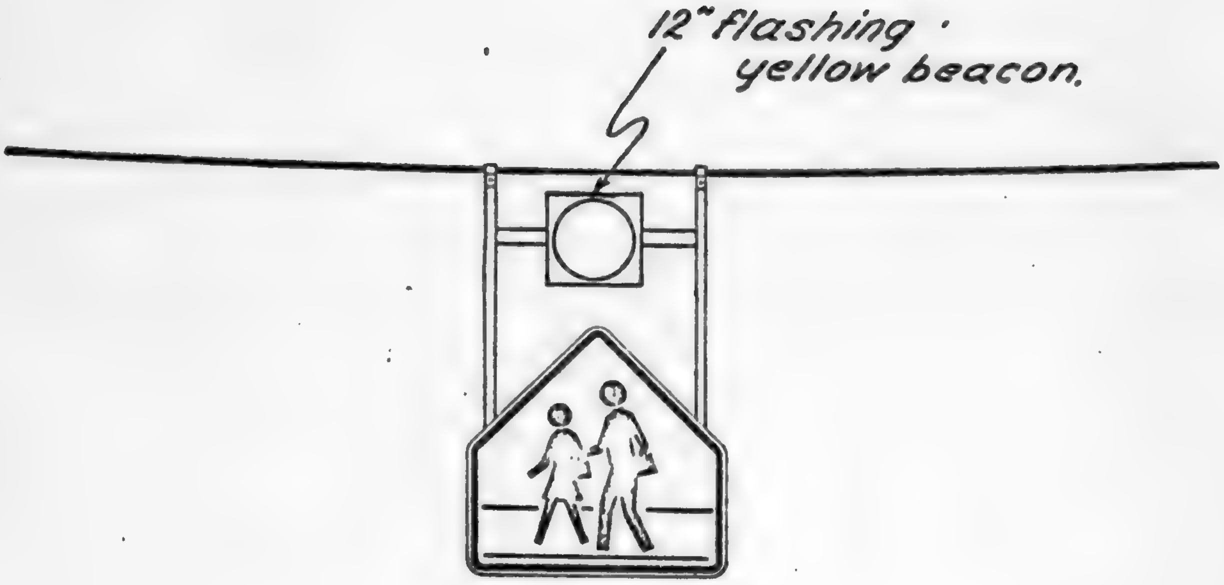
SCHOOL SIGNIN

Painted Crosswalk away from School Grounds


20 M.P.H. to 60 M.P.H. 150 ft. to 700 ft.
SCHOOL
SPEED
20
WHEN CHILDREN ARE PRESENT
100 ft. to 200 ft.
Speed zone sign if any.
Speed zone sign if any.
100 ft. to 200 ft.
SCHOOL
SPEED
20
WHEN CHILDREN ARE PRESENT
20 M.P.H. to 60 M.P.H. 150 ft. to 700 ft.

SCHOOL SIGNING

Overhead School Crossing Sign


12" flashing yellow beacon.

Con 21-4
Umatilla - Stfd
Spec

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

April ~~8~~, 1974
9,

SUBJECT: Bikeways
Hermiston-Stanfield Junction
Umatilla-Stanfield Highway

To:

Mr. E. S. Hunter
Assistant State Highway Engineer

Attached is a copy of McClure's report to me re subject. I recommend that we do not provide for bicycles on this section. This is the one I discussed with you on Friday.

Victor D. Wolfe
Victor D. Wolfe
Location Engineer

VDW:mc

Attachment

4-9-74
Vic -
Sign shoulders
where appropriate
ESH

4-11-74
original to Vic Wolfe

RECEIVED
APR 9 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 4, 1974

To:

Mr. Victor D. Wolfe
Location Engineer

SUBJECT: Bikeways
Hermiston-Stanfield Junction
Umatilla-Stanfield Highway
Umatilla County

The attached self-explanatory report studies two alternate methods for establishing a bicycle facility from Hermiston to Stanfield in conjunction with the subject project. A discussion on the "no build" concept is included.

Alternate 1 establishes one-way Class III bike lanes, delineated by paint, along each highway shoulder. The estimated cost is $166,000, or $33,000 per mile for the 4.96-mile bikeway. In order to accommodate 6-foot bike lanes on the project, the planned 4-foot shoulders along the 4-lane and climbing lane sections are increased to an 8-foot width. This shoulder widening, which includes wider shoulders on six structures, constitutes the major cost involved.

Alternate 2 provides for a separated Class I bikeway 8 feet wide with an estimated cost of $178,000, or $36,000 per mile. A grade crossing with the Union Pacific Railroad is used to hold costs down; however, this situation creates 7 percent and 10 percent grades on the bikeway. Future maintenance would also be a problem because of the inaccessibility of the separated bikeway.

I seriously doubt that a bikeway can be justified all the way to Stanfield, but from the city limits of Hermiston to South Airport Road there appears to be justification due to the rural-residential growth along this section of the project.

I recommend we proceed with the Class III bike lane alternate at least along a portion of the project, with an extension of the bike lanes north of the project to SE Hurlburt Street (fairgrounds area) along the existing shoulders in Hermiston. The present project termini would be poor places to begin a bikeway.

To decrease the costs further, 6-foot shoulders might be considered on the structures only.

James D. McClure
Bicycle Route Engineer

JDM:jp
Attach

10,010

Mr Baldwin

RECEIVED
[illegible] 1972
FOR FILING

OREGON STATE
HIGHWAY COMMISSION

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

Const.
Bhu
Umatilla – Stanfield
Sp.

September 6, 1972

The Honorable Mark O. Hatfield
United States Senator
6327 New Senate Office Building
Washington, D. C. 20510

Dear Mark:

You recently forwarded a copy of a letter from Mr. Larry L. Platt of Stanfield who is concerned that the reconstruction of Highway 32 would bypass Stanfield. It appears that Mr. Platt sent copies of his letter to several persons, one of which was referred to the Highway Division by Senator Packwood.

The public hearing was held in Stanfield on August 3. The majority of persons speaking at the hearing and those forwarding written comments were in favor of improving the existing facility through Stanfield. There were very few who favored the bypass. The Highway Commission has not as yet made a decision as to the alternate to be selected. In view of the testimony, further study of the routing is necessary. Such studies will delay any decision for several months. In any event, it will be late 1973 or 1974 before a contract can be awarded for any construction.

A hearing map of the Hermiston-Stanfield Junction Section is attached for your information. If anything further is needed, please let me know.

Sincerely yours,

Noted
GARY L. ROSS

Glenn L. Jackson
Chairman

RECEIVED
SEP 8 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

GLJ:cjk

Tom E

Oregon Independent Retail Grocers Association

Official Publication OREGON INDEPENDENT GROCER

426-427 BOARD OF TRADE BUILDING . PORTLAND, OREGON 97204

Telephones 223-4185 and 223-4186

OFFICERS

President
DAVID HORNER
Estacada

1st Vice President
KENNETH McGARRY
Corvallis

2nd Vice President
F. GLEN PRICE
Milton Freewater

Secretary
HAROLD E. CARLSON
Portland

DIRECTORS

EVERETT McGEE
Ashland
EUGENE LOWE
Astoria
LEO BRUYER
Corvallis
LLOYD HODGES
Eugene
JOHN COGSWELL
Gold Hill
ERNEST WEECE
Gresham
EDWARD McCALLUM
Hermiston
EUGENE HYDE
Island City
NORMAN DUFFY
Klamath Falls
GENE KEEN
Lebanon
MELVIN HALL
Medford
ROBERT GRABER
Portland
RICK PETERSON
Portland
NORMAN McLEAN
Prineville
ROY BYRD
Roseburg
HUBERT TOTMAN
Roseburg
CHARLES NIELSEN
Salem
AL MEDFORD
Springfield
DON PEGLOW
Springfield
RALPH MADSEN
The Dalles
ROY MOSS
Toledo

August 1, 1972

Mr. Glen Jackson
Chairman
Oregon State Highway Commission
9200 S. E. Milwaukie
Portland, Oregon

Dear Mr. Jackson:

We have received several communications from retailers in the Stanfield, Oregon, area relative to the relocation of Highway 32 through Stanfield, Oregon.

It is our understanding that these retailers are concerned about the proper crossings of this highway.

The new proposed highway would create a pedestrian hazard for highway traffic.

We believe that the present scheduled system of crossings would also result in a hazard to traffic. Traffic lights would be necessary in order to protect the pedestrian traffic which will be forced to cross this highway.

Very truly yours,

Harold E Carlson

Harold E. Carlson, Secretary
OREGON INDEPENDENT RETAIL GROCERS ASSOCIATION

HEC:mcd

Copy to:
Mr. Larry Platt
Stanfield Oregon

(Copy retained for hearing file J.K.)

On August 3, 19 the Oregon State Highway Dept will hold a hearing in Stanfield to decide this issue. All interested persons are urged to attend and bring letters from those unable to attend. A letter from you supporting us would be greatly appreciated.

Larry L. Platt
Curly's Supermarket
P.O. Box 422
Stanfield, Oregon 97875

Query for appropriate action

Dear Sir:

I am writing to you to gain support in keeping highway 32 through Stanfield.

I am a Grocer on Stanfield's Main Street, also known as highway 32.

If the highway by-passes Stanfield, I will loose substantial business, as many of our customers are tourists. This can make the difference between earning a living or just paying the bills as we do during the winter months.

In by-passing Stanfield, the city and county will lose aproximately $200,000.00 worth of taxable land. This, of course, will put the burden on the already over-taxed townspeople.

Stanfield's two service stations would not survive the by-pass, as much of their business depends on tourists. Elton Frasier, owner of the Chevron Station, says he would close rather than see who could last the longest, he or his competitor. This would be another tax loss of aprox. $1300.00 to the community.

I own $65,000.00 worth of land in this community, including a new home and my store building. Last year, I paid just under $2500.00 in taxes both personal and property. By-pass us; take the businesses off main street and who's going to pick up our share of tax money to the schools and city? Again, the already over-taxed single dwelling property holder.

If I were to maintain my business after the by-pass, I would have to relieve the four clerks presently employed and work the store alone. Their annual payroll is aprox. $8,000.00. Even then, I probably wouldn't last more than two years.

What have we gained? NOTHING!

What have we lost? $2,000,000.00 in taxable land, state maintainance of the highway and several businesses and their tax support.

I urge you to help us keep our highway in Stanfield.

LET'S KEEP BREAD AND BUTTER ON THE TABLES OF SMALL TOWNS TOO!

Sincerely yours,

Larry L. Platt

Larry L. Platt, owner-operator
Curly's Supermarket

Noted
Gary L. Ross

RECEIVED
JUL 21 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
[illegible] 2 - 1972
FOR FILING

Const
NIH
Umatilla - Stfd

May 1, 1972

Mr. Larry L. Platt
Curly's Super Market
Post Office Box 422
Stanfield, Oregon 97875

432

Dear Mr. Platt:

This will acknowledge your recent letter concerning the improvement of Highway 32 in the Hermiston-Stanfield area.

We have completed a survey between Hermiston and Stanfield to improve this highway to safe, modern standards. Since completion of the survey, it appeared desirable to evaluate the possibility of bypassing Stanfield as well as reconstructing the highway through Stanfield.

The State Highway Commission has asked that we prepare the necessary information which will enable consideration of both the improvement of the existing facility and the bypass. This information will be presented at a public hearing, at which time the public will be asked to comment. It is hoped that this hearing will be held soon.

Statements from the hearing will be evaluated by the staff and the Highway Commission. It is the Commission's concern that this area be served by a facility which is in the best interest of all.

Thank you for your comments concerning this highway.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

VDW:mc ia

bc George M. Baldwin
Tom Edwards
E. S. Hunter
V. D. Wolfe

[illegible]

Larry L. Platt
Curly' Super Market
Box 422
Stanfield, Oregon 97875

Dear Sir:

I am writing to you to gain support in keeping highway 32 through Stanfield.

I am a Grocer on Stanfield's Main Street, also known as highway 32.

If the highway by-passes Stanfield, I will loose a substantial loss of business, as many of our customers are tourists. This can make the difference between earning a living or just paying the bills as we do during the winter months.

The amount per mill for Stanfield's school and city is $39.37 per thousand, or $8,000.00 per year. In by-passing Stanfield, the city and county will lose aproximately $200,000.00 worth of taxable land. This, of course, will put the burden an the already over-taxed townspeople.

Stanfield's two service stations would not survive the by-pass, as much of their business depends on tourists. Elton Fraiser, owner of the Chevron Station, says he would close rather than see who could last the longest, he or his competitor. This would be another tax loss of aprox. $1300.00 to the community.

I own $65,000.00 worth of land in this community, including a new home, and my store building. Last year, I paid just under $2500.00 in taxes both personal and property. By-pass us; take the businesses off main street and who's going to pick up our share of tax money to the schools and city? Again, the already over-taxed, single dwelling property holder.

If I were to maintain my business after the by-pass, I would have to relieve the four clerks presently employed and work the store alone. Their annual payroll is aprox. $8,000.00 per year. Even then, I probably wouldn't last more than two years.

What have we gained? NOTHING!
What have we lost? $200,000.00 in taxable land, state maintainance of the highway and several businesses and their tax support.

I urge you to help us keep our highway in Stanfield.

LET'S KEEP BREAD AND BUTTER ON THE TABLES OF SMALL TOWNS, TOO!

Sincerely yours,

Larry L. Platt

Larry L. Platt, owner-operator
Curly's Super Market

RECEIVED
APR 25 1972
LOCATION SECTION

RECEIVED
APR 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 18 1972
FOR FILING

N

city of hermiston

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

Const
R/w
Umatilla - Stanfield

February 15, 1972

Mr. F. B. Klaboe, Assistant State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

In response to our telephone conversation the other day concerning the acquisition of the necessary right-of-way for the last remaining property in the Highway 32 project, we find the following to be the case:

1. The city engineer did go out and locate the original property corners of said property in question, and it appears from his findings that none of the improvements to said Highway 32 occupies any land area that is not presently owned by public agencies.

2. Mr. Snell from the La Grande right-of-way office was here visiting today and I took him out and showed him the survey work that was performed by the city engineer, and he indicated concurrence with our feeling that no acquisition of additional right-of-way lands are necessary for the property in question. These two acquisitions are identified as 45293 and 45294 for your convenience in identification.

The City did receive a letter from Mr. Skoog today concerning the financial status of the project. Enclosed you will find a copy of our reply to Mr. Skoog. If we can be of any further assistance in finalizing this project, kindly advise.

Sincerely yours,

L. T. Harper

L. T. Harper
City Manager

LTH/pat

Enclosure

2-18-72
Mochring
Answer

RECEIVED
FEB 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 8 - 1972

FOR FILING

MEMO TO FILES
Hermiston-Stanfield Junction Section
Umatilla-Stanfield Highway (ORE 32)
City of Stanfield
Umatilla County

March 1, 1972

Const
RW
Umatilla
Stfd

Wednesday, March 1, 1972, H. S. Cox, W. E. Schwartz, H. A. Oswald, and the writer met with the Stanfield City Council and approximately 15 to 20 interested citizens, at which time the citizens presented a petition to the Council opposing a by-pass and favoring the reconstruction, leaving the route where it presently exists. This petition had some 200± signatures and presented three main points in rejection of the by-pass:

1. Tax roll deduction of some $220,000.

2. Costly rights-of-way and disruption of existing residences.

3. Public benefits not commensurate with local citizens' damage.

On Thursday, March 2, we met with the Umatilla County Court and reported the above. It was the consensus of the Court (also of the City Council) that the State should proceed with the plan for the highway to remain on the existing facility and should present both alternates at a hearing where they would receive equal consideration to determine the public's desires.

If the will of the local people, as stated above, is for public presentation, it is suggested we finalize our plans immediately to hold location-design hearings presenting both routes. These hearings can be held under State rules, with the hearing results being the deciding factor. We should attempt to hold the hearings prior to September, 1972 if at all possible.

By way of review, in 1970, the State Highway Commission sold bonds for construction of various highway projects in eastern Oregon, among them the Hermiston-Stanfield Section of the Umatilla-Stanfield Highway in the vicinity of Stanfield. In mid-1970, Mr. H. S. Cox contacted the City of Stanfield and Umatilla County regarding a possible by-pass to the east. Umatilla County Court first accepted the proposal but later turned it down; the City of Stanfield rejected it. There followed various meetings and discussion regarding a by-pass versus reconstruction of the existing highway, with costs and safety the major concerns.

In April of 1971, corridor-design hearings were set for the route originally under consideration; however, the hearings were canceled due to unforeseen difficulties and need for further studies. This aroused much concern and, due to the local interest, plans for both the existing route and possible by-pass were reviewed.

NOTED
TOM EDWARDS

(more)

In January, 1972, Mr. Cox again met with the City and County officials and reviewed the details to date. Mayor John Hoskins (personally) favored a by-pass; however, after consideration the City Council rejected the by-pass. The Mayor had indicated the citizens of the community were somewhat divided on the issue and it should be brought to a hearing for the views to be aired.

D. N. Harwell
D. N. Harwell
Assistant Engineer
County and City Section

DNH:mm

cc: G. M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
D. H. Moehring
L. H. Young
Victor Wolfe
W. E. Schwartz

RECEIVED
MAR 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 6 - 1972

file copy

Oregon Independent
Retail Grocers Association

Official Publication OREGON INDEPENDENT GROCER

507 BOARD OF TRADE BUILDING • PORTLAND, OREGON 97204
Telephones 223-4185 and 223-4186

OFFICERS

President
DAVID HORNER
Estacada

1st Vice President
KENNETH McGARRY
Corvallis

2nd Vice President
E. GLEN PRICE
Milton-Freewater

Secretary
HAROLD E. CARLSON
Portland

DIRECTORS

EVERETT McGEE
Ashland

EUGENE LOWE
Astoria

FLOYD HODGES
Eugene

WARREN YOUNG
Eugene

JOHN COGSWELL
Gold Hill

ROBERT BYRD
Grants Pass

ERNEST WEECE
Gresham

EDWARD McCALLUM
Hermiston

EUGENE HYDE
Island City

NORMAN DUFFY
Klamath Falls

GENE KEEN
Lebanon

MELVIN HALL
Medford

ROBERT GRABER
Portland

ROBERT SLAUSON
Portland

NORMAN McLEAN
Prineville

NED FIELDS
Redmond

ROY BYRD
Roseburg

HUBERT TOTMAN
Roseburg

CARL NELSON
St. Helens

CHARLES NIELSEN
Salem

AL MEDFORD
Springfield

DON PEGLOW
Springfield

RALPH MADSEN
The Dalles

ROY MOSS
Toledo

RICHARD MAIZE
Warrenton

Const
R/W
Umatilla - Stfd

May 9, 1972

Original to
Jackson for GMB
6-2

Mr. Glen Jackson
Chairman
Oregon State Highway Commission
9200 S E Milwaukie
Bortland, Oregon

Dear Mr. Jackson:

The writer recently received a letter from Larry L. Platt owner and operator of Cur ly's Supermarket in Stanfield Oregon.

According to Mr. Platt's letter, the relocation of the Highway would seriously affect his business as well as the business of of all other firms in Stanfield, Oregon.

We sincerely appreciate the excellent Oregon Highway system which your Commission has madd possible. However, we would greatly appreciate your consideration of the protest made by Mr. Larry Platt and his fellow townsmen. I am confident that the final decision of your Commission will be based upon the best interests of the entire State of Oregon.

We strongly recommend that if it is possible to locate the highway through Stanfield with the least possible disruption of business, that it should be done.

We also wish to compliment you and your Commission for the highways in the state of Oregon inasmuch as we have one of the best highway systems of any state in the Union!

Thankyou for your consideration of this statement.

Very truly yours,

Harold E. Carlson

Harold E. Carlson, Secretary
OREGON INDEPENDENT RETAIL GROCERS ASSOCIATION

HEC:mcd
encl

RECEIVED
JUN 20 1972

10,000

FOR FILING

Const
rd
Umatilla Stfd

MEMO TO FILES

June 16, 1972

Re: Hermiston-Stanfield Jct. Sect.
Umatilla-Stanfield Hwy. (ORE 32)

On March 1, 1972, (see previous memo) a meeting was held in Stanfield regarding subject section of highway in or near Stanfield, Umatilla County, Oregon.

In 1970, bonds were sold to finance construction of a project covering this section of highway; however, studies were made and costs exceeded the proposal by somewhat more than were justifiable.

Various meetings, discussions, correspondence, studies, etc. have taken place since 1970. It is now apparent the State is ready to hold the necessary public hearings on this matter prior to right-of-way acquisition and construction.

The probability of an environmental impact statement, based on this being a state bond project, has been reviewed and discussed with Administration. A decision was made to waive this requirement and proceed with a combination corridor-design hearing showing two alternate routes.

The necessary public hearings for the informal informational sessions have been set for Wednesday, August 2 (7 p.m. - 9 p.m.) and on Thursday, August 3 (10 a.m. - 5 p.m.) and from 7:30 until the conclusion of the formal hearing.

On Thursday, August 3, beginning at 7:30 p.m., the formal public hearing will be held, with all the foregoing meetings being held at the Stanfield High School in Stanfield, Oregon.

The proper letters, news notifications, etc., will be sent out on Friday, June 23, 1972.

D. N. Harwell
D. N. Harwell
Assistant Engineer
County and City Section

NOTE
F. B. Klaboe

RECEIVED
JUN 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:ljt
cc: George Baldwin
Tom Edwards
F. B. Klaboe ✓
E. S. Hunter
R. L. Schroeder
D. H. Moehring
L. H. Young
Victor Wolfe
R. E. Royer
W. E. Schwartz

RECEIVED
FEB 15 1972
FOR FILING

Const
R/W
Umatilla - Stfd

February 14, 1972

Mr. Fred W. Hill, Member
Oregon State Highway Commission
208 Furnish Avenue
Pendleton, OR 97801

Dear Mr. Hill:

Following is a summary of activities in regard to the Stanfield Bypass Unit on the Hermiston-Stanfield Section of the Umatilla-Stanfield Highway. Updated two-lane construction costs for the alternates are:

	Length	Cost
Bypass	1.9 miles	$1,220,000
Through Stanfield	1.9 miles	$1,140,000

Costs include right-of-way adequate for future widening to four lanes.

Mr. H. S. Cox, County and City Engineer, has discussed these alternates with the Mayor of Stanfield and a representative of the Umatilla County Commission. Both agree that the Bypass would be the much safer alternate for school children and other pedestrians. The present average daily traffic north of Stanfield is 3,400 vehicles and south of Stanfield, 3,150 vehicles. If the Bypass were built, approximately two thirds of this traffic would be diverted to the Bypass, leaving 1,100 vehicles per day on the existing facility north of Stanfield and 850 south of Stanfield, with 2,300 vehicles on the Bypass.

The business element and the City Council in Stanfield will likely oppose a bypass; however, it is felt that a hearing should be offered in order to hear from other elements who may favor it. A copy of a letter to Mr. Cox from the City is enclosed.

I will be prepared to discuss this further with you at the February 22 Commission meeting.

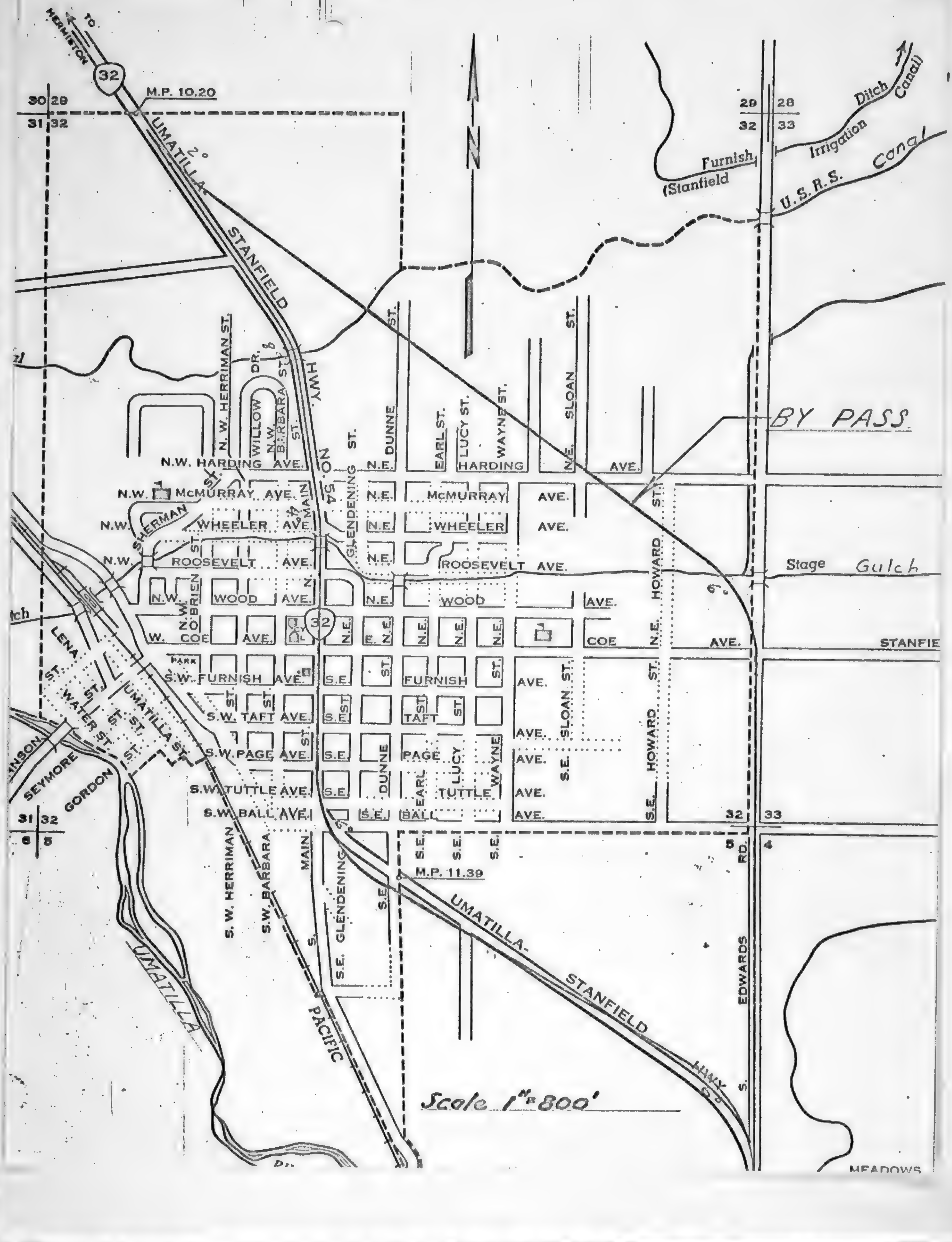
Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

Enc.
cc Glenn L. Jackson
Thaddeus B. Bruno
bc George M. Baldwin
F. B. Klaboe
E. S. Hunter
Victor D. Wolfe
W. E. Schwartz


TO HERMISTON
32
M.P. 10.20
30 29
31 32
UMATILLA-STANFIELD HWY. NO. 54
N
29 28
32 33
Furnish Irrigation Ditch
(Stanfield Canal)
U.S.R.S. Canal
BY PASS
N.W. HERRIMAN ST.
WILLOW DR.
N.W. BARBARA ST.
DUNNE ST.
EARL ST.
LUCY ST.
WAYNE ST.
SLOAN ST.
GLENDENING ST.
MAIN ST.
N.W. HARDING AVE.
N.E. HARDING AVE.
N.W. McMURRAY AVE.
N.E. McMURRAY AVE.
SHERMAN ST.
N.W. WHEELER AVE.
N.E. WHEELER AVE.
N.W. ROOSEVELT AVE.
N.E. ROOSEVELT AVE.
Stage Gulch
HOWARD ST.
N.W. WOOD AVE.
N.E. WOOD AVE.
N.W. O'BRIEN ST.
W. COE AVE.
COE AVE.
STANFIE
PARK
S.W. FURNISH AVE.
S.E. FURNISH AVE.
S.W. TAFT AVE.
S.E. TAFT
S.W. PAGE AVE.
S.E. PAGE AVE.
S.W. TUTTLE AVE.
S.E. TUTTLE AVE.
S.W. BALL AVE.
S.E. BALL AVE.
S.E. SLOAN ST.
S.E. HOWARD ST.
LENA ST.
WATER ST.
UMATILLA ST.
SEYMORE
GORDON ST.
31 32
6 5
32 33
5 4
S.W. HERRIMAN
S.W. BARBARA
S. MAIN
S.E. GLENDENING
M.P. 11.39
EDWARDS RD.
PACIFIC
UMATILLA
Scale 1" = 800'
MEADOWS

Stanfield

7B

FORM E-30 (REV. 10-69)

RECEIVED
COUNTY & CITY SECTION
FEB - 4 1972
☐ ENGR. ☑ COOR. ☑ CE ☑ AE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
January 31, 1972

SUBJECT: Hermiston-Stanfield Jct. Section
Umatilla-Stanfield Hwy., ORE 32
City of Stanfield

To: ✓Mr. R. L. Schroeder
Assistant State Highway Engineer

BUILDING

In mid 1970, the City of Stanfield and Umatilla County were contacted regarding routing of the Hermiston-Stanfield Jct. Section of the Umatilla-Stanfield Hwy. (Ore 32) in the vicinity of Stanfield.

On July 31, 1970, City expressed a desire that the route of Ore 32 remain at its existing location, through the City of Stanfield, via Main Street.

In early 1971, studies were made and tentative hearing dates were set for the proposed routing and ultimate construction of the project as a "bond" job. Costs revealed were in excess of $1,000,000 over prior estimates, which the Administration wanted reviewed and revised to meet "bond issue."

In mid January, 1972, the Administration requested we contact the City of Stanfield and Umatilla County again regarding the possible Stanfield Bypass routing.

Attached is a letter dated January 26, 1972 from the City of Stanfield rejecting a proposal of any bypass of their city.

The matter now rests with Administration as to what course of action you desire regarding further contacts, scheduling of corridor or design hearings, additional surveys, etc.; we will do no more until we hear from you.

H. S. Cox
County and City Engineer

By

D. N. Harwell
D. N. Harwell
Assistant Engineer

RECEIVED
JAN 31 1972
OFFICE OF
STATE HIGHWAY ENGINEER

2-4-72
FBK will handle via
Comm. Hill re: work
No-So of city with
possible minor maint
in town per RLS.
Don H

DNH:ljt
Attachments

NOTED
R. L. SCHROEDER

cc: F. B. Klaboe
Victor Wolfe
W. E. Schwartz

SP*52475-734

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 19, 1972

Hon. John Hoskins
The Mayor
City Hall
Stanfield, Oregon 97875

Dear Sir:

The State Highway Commission is studying a proposal to relocate the Stanfield Section of the Umatilla-Stanfield Highway (ORE 32) in the city of Stanfield, Umatilla County, Oregon. Actual construction will be based on its over-all economic effect, determination of which will include evaluation of testimony taken at public hearings that may be held.

The study indicates that the proposal may follow the corridor indicated in purple on the attached map. The existing route, or portions thereof, may be by-passed by the proposal.

In order to avoid parallel routing of the state highway system serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route providing a relocated route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of a new route, the by-passed section of the existing route as a portion of the local road system to provide service for persons living thereon or communities served thereby. A companion request is being directed to Umatilla County for the portion outside the City.

Signatures in the appropriate space provided below will indicate the City of Stanfield will, by a subsequent formal agreement with the State Highway Commission, accept such by-passed section, if a relocated route is constructed, as a local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by City and State.

Please return one signed copy to H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon 97310.

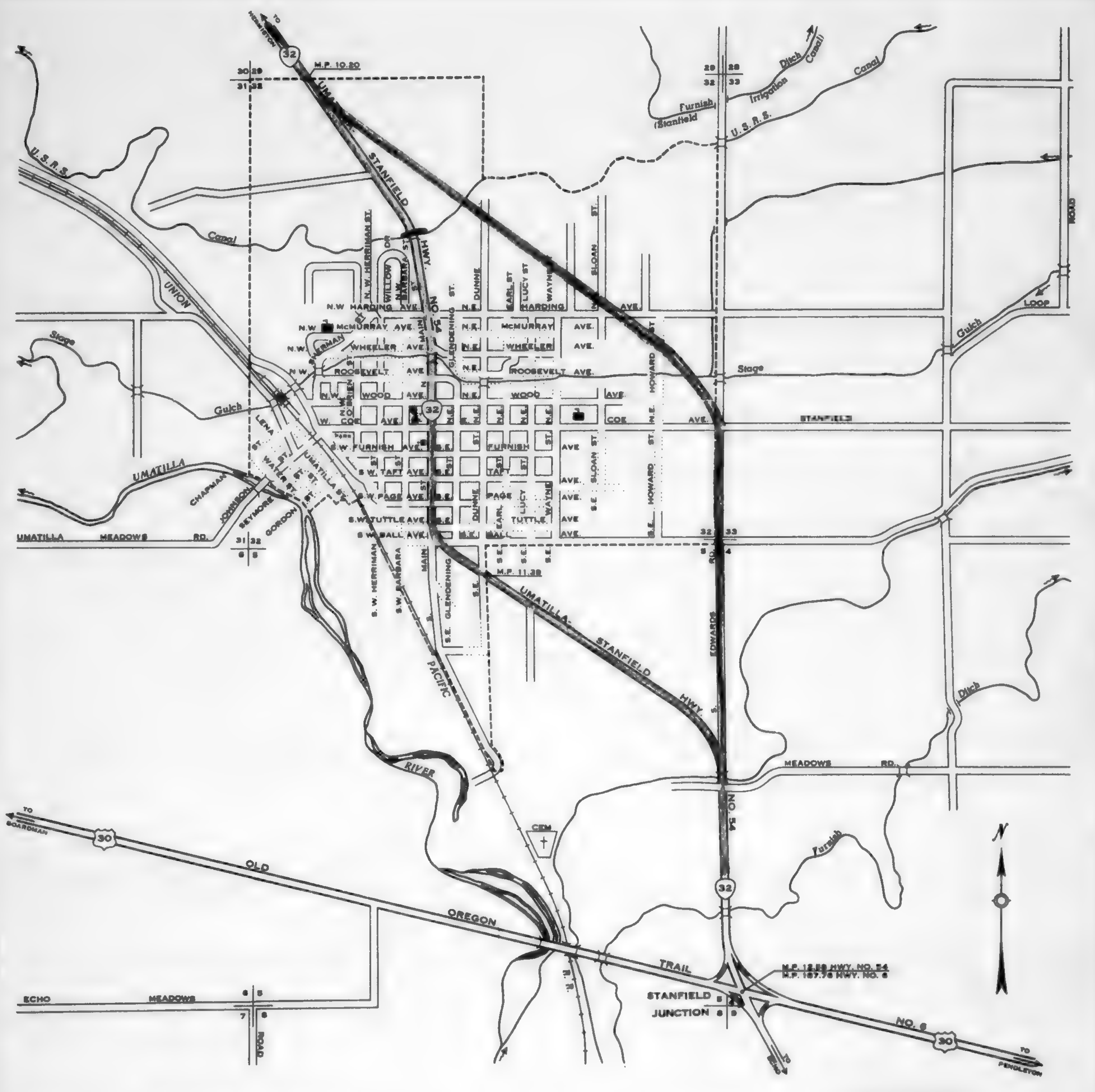
APPROVED
CITY OF________________
BY MAYOR________________
BY RECORDER________________
DATE________________

Very truly yours,

George M. Baldwin
Administrator of Highways

By: H. S. Cox
County and City Engineer

PBA:HSC:mm
Att: Map


TO HERMISTON
32
M.P. 10.20
UMATILLA - STANFIELD HWY.
U.S.R.S.
UNION
PACIFIC
Canal
Stage
Gulch
UMATILLA
RIVER
UMATILLA MEADOWS RD.
N.W. HARDING AVE.
N.W. McMURRAY AVE.
N.W. WHEELER AVE.
N.W. ROOSEVELT AVE.
N.W. WOOD AVE.
N.W. COE AVE.
S.W. FURNISH AVE.
S.W. TAFT AVE.
S.W. PAGE AVE.
S.W. TUTTLE AVE.
S.W. BALL AVE.
N.W. HERRIMAN ST.
WILLOW
MAIN
GLENDENING ST.
DUNNE
EARL ST.
LUCY ST.
WAYNE
SLOAN ST.
HOWARD ST.
LENA
WATER ST.
UMATILLA ST.
CHAPMAN
JOHNSON
SEYMORE
GORDON
S.W. HERRIMAN
S.W. BARBARA
M.P. 11.38
Furnish Irrigation Ditch
(Stanfield Canal)
U.S.R.S. Canal
STANFIELD
EDWARDS RD.
NO. 54
MEADOWS RD.
LOOP ROAD
Ditch
Furnish
CEM.
TO BOARDMAN
30
OLD OREGON TRAIL
NO. 6
TO PENDLETON
M.P. 12.58 HWY. NO. 54
M.P. 107.76 HWY. NO. 6
STANFIELD JUNCTION
ECHO MEADOWS ROAD
N

Proposed Hwy

Existing Hwy

SIGNED ROUTES

INTERSTATE

U.S.

ORE.

LEGEND

Post Office

School

R. R. Depot

Public Bldg.

CY – City Hall

CT – Court House

A – Armory

L – Library

Street open for travel.

Street dedicated but not open.

City Limits.

STANFIELD

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 740

Scale in Feet

Revised March 1967

JAN 21 1972

FOR FILING

MEMO TO FILES, 1/18/72

RE: Stanfield By-pass
Umatilla-Stanfield Highway
Umatilla County and Stanfield

REFERRED TO
Edw
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

Stfd

Monday, January 17, 1972, I met with the Umatilla County Court and asked them their attitude regarding a by-pass of Stanfield. This was the same proposal made to them in 1970; in fact, I told them that in the near future I would address a letter to them asking their concurrence in a by-pass and accepting the present highway as a county road. Prompt opposition arose when mention was made about taking over the present highway as a county road. The Court will want to confer with City people before making any decision.

In the afternoon, Gene Palmer (County Roadmaster) and I contacted John Hoskins, Mayor of Stanfield, to seek his opinion about a by-pass. He said that personally he was in favor of a by-pass rather than a 4-lane highway through the center of town and, further, that he would actively seek support from the schools and local people. He also wants the opinion of the County planners.

Discussion with Mayor Hoskins brought out the fact that the U.S. Corps of Engineers is actively engaged in a study of the drainage of Stage Gulch which drains through the town of Stanfield. The project as proposed by the Corps would provide a drain canal capable of carrying 1900 c.f.s. This canal would extend from a point somewhat easterly of South Edwards Road (this road is partially used by by-pass) through the city and on to the Umatilla River. Corps' estimate of their project is $300,000 and the City would have an expenditure of approximately $40,000 as their share in revamping their facilities. The Highway Division will be asked to increase the size of the existing bridge as its present capacity, according to the Corps, is only 1200 c.f.s.

Corps' plans should be thoroughly checked out by our locaters prior to any additional work in the vicinity of Stanfield.

Mayor Hoskins wants wide publicity given to this proposal so that a true sentiment of the local people can be obtained at the hearing.

I believe that the proposed by-pass will be accepted favorably if State works with the local units of government. I do not believe that the County or City will accept the present road for local maintenance. Some change on the northerly end of the by-pass may be expected.

County-City Section will proceed forthwith to officially request, by letter, concurrence of Umatilla County and the City of Stanfield in a request for the proposed by-pass and abandonment of the present highway to local jurisdiction.

H S Cox
H. S. Cox
County and City Engineer

RECEIVED
JAN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

HSC:mm

cc: F. B. Klaboe
R. L. Schroeder
George Wills
W. E. Schwartz

NOTED
TOM EDWARDS

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

January 19, 1972

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

Gentlemen:

The State Highway Commission is studying a proposal to relocate the Stanfield Section of the Umatilla-Stanfield Highway (ORE 32) in the city of Stanfield, Umatilla County, Oregon. Actual construction will be based on its over-all economic effect, determination of which will include evaluation of testimony taken at public hearings that may be held.

The study indicates that the proposal may follow the corridor indicated in purple on the attached map. The existing route, or portions thereof, may be by-passed by the proposal.

In order to avoid parallel routing of the state highway system serving duplicating purposes, a determination should be made as to the disposition of jurisdiction of the existing route providing a relocated route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of a new route, the by-passed section of the existing route as a portion of the local road system to provide service for persons living thereon or communities served thereby. A companion request is being directed to the city of Stanfield for the portion within the city.

Signatures in the appropriate space provided below will indicate that Umatilla County will, by a subsequent formal agreement with the State Highway Commission, accept such by-passed section, if a relocated route is constructed, as a local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by County and State.

Please return one signed copy to H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon 97310.

APPROVED .... 19___
COUNTY COURT OF .... COUNTY
BY ....
COUNTY JUDGE

....
COUNTY COMMISSIONER

....
COUNTY COMMISSIONER

Very truly yours,

George M. Baldwin
Administrator of Highways

H S Cox
By: H. S. Cox
County and City Engineer

PBA:HSC:mm
Att: Map

Form E-123

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

January 19, 1972

Hon. John Hoskins
The Mayor
City Hall
Stanfield, Oregon 97875

Dear Sir:

The State Highway Commission is studying a proposal to relocate the Stanfield Section of the Umatilla-Stanfield Highway (ORE 32) in the city of Stanfield, Umatilla County, Oregon. Actual construction will be based on its over-all economic effect, determination of which will include evaluation of testimony taken at public hearings that may be held.

The study indicates that the proposal may follow the corridor indicated in purple on the attached map. The existing route, or portions thereof, may be by-passed by the proposal.

In order to avoid parallel routing of the state highway system serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route providing a relocated route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of a new route, the by-passed section of the existing route as a portion of the local road system to provide service for persons living thereon or communities served thereby. A companion request is being directed to Umatilla County for the portion outside the City.

Signatures in the appropriate space provided below will indicate the City of Stanfield will, by a subsequent formal agreement with the State Highway Commission, accept such by-passed section, if a relocated route is constructed, as a local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by City and State.

Please return one signed copy to H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

H S Cox
By: H. S. Cox
County and City Engineer

APPROVED
CITY OF________________
BY MAYOR________________
BY RECORDER________________
DATE________________

PBA:HSC:mm
Att: Map

Form E-123

MEMO TO FILES, 1/18/72
RE: Stanfield By-pass
Umatilla-Stanfield Highway
Umatilla County and Stanfield

Monday, January 17, 1972, I met with the Umatilla County Court and asked them their attitude regarding a by-pass of Stanfield. This was the same proposal made to them in 1970; in fact, I told them that in the near future I would address a letter to them asking their concurrence in a by-pass and accepting the present highway as a county road. Prompt opposition arose when mention was made about taking over the present highway as a county road. The Court will want to confer with City people before making any decision.

In the afternoon, Gene Palmer (County Roadmaster) and I contacted John Hoskins, Mayor of Stanfield, to seek his opinion about a by-pass. He said that personally he was in favor of a by-pass rather than a 4-lane highway through the center of town and, further, that he would actively seek support from the schools and local people. He also wants the opinion of the County planners.

Discussion with Mayor Hoskins brought out the fact that the U.S. Corps of Engineers is actively engaged in a study of the drainage of Stage Gulch which drains through the town of Stanfield. The project as proposed by the Corps would provide a drain canal capable of carrying 1900 c.f.s. This canal would extend from a point somewhat easterly of South Edwards Road (this road is partially used by by-pass) through the city and on to the Umatilla River. Corps' estimate of their project is $300,000 and the City would have an expenditure of approximately $40,000 as their share in revamping their facilities. The Highway Division will be asked to increase the size of the existing bridge as its present capacity, according to the Corps, is only 1200 c.f.s.

Corps' plans should be thoroughly checked out by our locaters prior to any additional work in the vicinity of Stanfield.

Mayor Hoskins wants wide publicity given to this proposal so that a true sentiment of the local people can be obtained at the hearing.

I believe that the proposed by-pass will be accepted favorably if State works with the local units of government. I do not believe that the County or City will accept the present road for local maintenance. Some change on the northerly end of the by-pass may be expected.

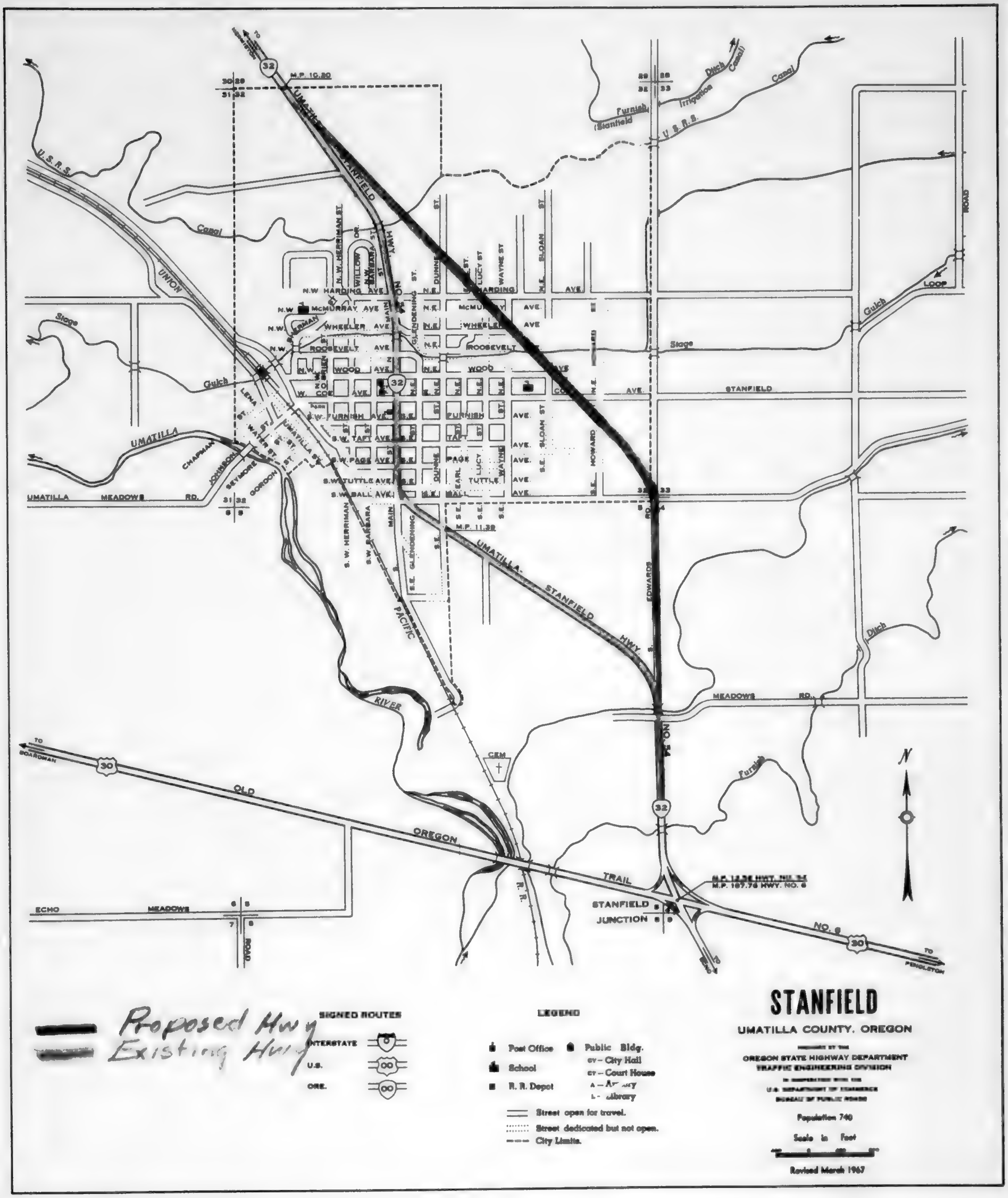
County-City Section will proceed forthwith to officially request, by letter, concurrence of Umatilla County and the City of Stanfield in a request for the proposed by-pass and abandonment of the present highway to local jurisdiction.

H. S. Cox
H. S. Cox
County and City Engineer

RECEIVED
JAN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

HSC:mm
cc: F. B. Klaboe
R. L. Schroeder
George Wills
W. E. Schwartz

NOTED
R. L. SCHROEDER


TO HERMISTON
M.P. 10.20
UMATILLA-STANFIELD HWY NO. 54
U.S.R.S.
UNION PACIFIC
Canal
Stage Gulch
UMATILLA RIVER
UMATILLA MEADOWS RD.
Furnish (Stanfield) Irrigation Ditch
U.S.R.S. Canal
N.W. HARDING AVE.
N.W. McMURRAY AVE.
N.W. WHEELER AVE.
N.W. ROOSEVELT AVE.
N.W. WOOD AVE.
W. COE AVE.
S.W. FURNISH AVE.
S.W. TAFT AVE.
S.W. PAGE AVE.
S.W. TUTTLE AVE.
S.W. BALL AVE.
N.W. HERRIMAN ST
N.W. WILLOW DR.
N.W. BARBARA ST
MAIN ST
GLENDENNING ST
DUNNING ST
LUCY ST
WAYNE ST
SLOAN ST
HOWARD
EARL
LENA
CHAPMAN
JOHNSON
SEYMORE
GORDON
WATER ST.
UMATILLA ST.
S.W. HERRIMAN
S.W. BARBARA
M.P. 11.39
EDWARDS
STANFIELD AVE.
LOOP ROAD
Gulch
Ditch
MEADOWS RD.
Furnish
CEM
TO BOARDMAN
OLD OREGON TRAIL NO. 6
30
32
R.R.
M.P. 12.36 HWY. NO. 54
M.P. 187.76 HWY. NO. 6
STANFIELD JUNCTION
TO PENDLETON
ECHO MEADOWS ROAD
N
Proposed Hwy
Existing Hwy
SIGNED ROUTES
INTERSTATE
U.S.
ORE.
LEGEND
Post Office
School
R. R. Depot
Public Bldg.
CY – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

STANFIELD

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 740

Scale in Feet

Revised March 1967

RECEIVED
JUL 29 1971

FOR FILING

MEMO TO THE FILE

Const
R/W
Umatilla- [illegible]

July 27, 1971

Re: Power Pole Conflicts
Pacific Power and Light Company
Hermiston-Stanfield Junction Section
Umatilla County

A meeting was held in Room 314 of the Highway Building at 1:00 PM on July 21, 1971. Those in attendance were:

Lloyd Lamothe - Pacific Power and Light Company
John Melnichuk - Pacific Power and Light Company
Bill Inman - Pacific Power and Light Company
Ted Litchfield - Oregon State Highway Division
George Wills - Oregon State Highway Division
Frank Terpin - Oregon State Highway Division
Phil Preston - Oregon State Highway Division

F. B. KLABOE

Representatives of the power company requested the meeting to advise the State of the costs and unusual difficulties involved in relocating approximately 4 1/2 miles of their 12.5 KV power line which is in conflict with the proposed construction as detailed on the location plans on this project.

John Melnichuk advised us that the line was the main source of electrical power from Hermiston to Stanfield. No other circuits are available which will carry the load, therefore, any major work on the lines, such as trenching or relocating the existing conductors, must be performed with the conductors energized.

We were further advised that the existing line, which is located adjacent to the existing southwesterly right of way line between Hermiston and Stanfield, was constructed three years ago and has an estimated remaining life of 32 years. The estimated cost of rebuilding the line, assuming the existing poles can be salvaged, is $60,000 and is non-reimbursable. Since rebuilding the line was not contemplated by the company, it will disrupt their normal construction schedule, and not improve their existing facilities.

In view of the foregoing, the Company requested the State to investigate the possibility of adjusting the proposed alignment on this project so as to allow the poles to remain in their present location. If a plan can be formulated which is acceptable to both the State and the Company, Pacific Power and Light Company would be willing to bear any additional construction costs of the new plan attributable to change in alignment to avoid their poles, not to exceed the estimated cost of relocating the power line (present "windshield" estimate $60,000).

Several possible alternate plans were discussed, and it was agreed that the matter would be investigated further.

Other pertinent facts concerning the costs and limitations of relocating the power line were:

1. Estimated cost of relocating the poles in conflict with our present proposed plan - $60,000.
2. Cost per pole for relocation - $700.
3. Cost of trenching poles approximately 1/3 of the cost of relocating them.
4. Greatest distance poles may be trenched - 5 feet.
5. Relocating existing energized conductors to new poles was estimated to be as expensive as trenching. Distance they could be moved was less than 5 feet, therefore, this alternate was not considered satisfactory.

Phil G. Preston
Phil G. Preston
Utility Special Studies Engineer

PGP:dl
cc: Lloyd Lamothe,
Pacific Power and Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

F. B. Klaboe
George Wills
Frank Hall
Frank Terpin
H. S. Coulter
H. M. Fillmore

RECEIVED
JUL 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

Const

GAME
COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

1859

TOM McCALL
GOVERNOR

COMMISSIONERS
JAMES W. WHITTAKER, Chairman
GEORGE L. HIBBARD, Vice Chairman
JOHN P. AMACHER, Member
DAN CALLAGHAN, Member
J. PAT METKE, Member
JOHN W. McKEAN
State Game Director

August 4, 1971

Hall
A. Olson
Wills
Hackleman
Carstensen
Keyes
Terpin

RECEIVED
AUG - 9 1971
DESIGN
SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☐
Keep ☐
Return To
Other

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

cc's sent 8-9-71
F. B. Klaboe
L. H. Young
W. J. Hart (4)
C. G. Swenson
F. E. Terpin (4)
W. H. Tebeau
H. S. Coulter (6)
. F. Putnam (2)

We have reviewed the prospectuses for several projects sent with your letter of July 27, 1971. The subject projects are as follows:

1. Thornberry-Lamborn County Road Section
   Sherman Highway, Sherman County

2. Emigrant-Frazer Couplet Section, Pendleton-
   John Day Highway, Umatilla County

3. Hermiston-Stanfield Junction Section, Umatilla-
   Stanfield Highway, Umatilla County

4. Addendum "A," Pieper Canyon Rd.-Bunker Hill
   Road Section, Heppner Highway, Morrow County

There will be no conflict with wildlife resources as a result of these projects and they are approved.

We appreciate the opportunity to offer comments.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
AUG 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

cc: Dir. FCO

RECEIVED
NOV 8 - 1971

FOR FILING

Const
Rlt
Umatilla Stfd

November 5, 1971

Mr. Harmon Springer, President
Greater Hermiston Chamber of Commerce
Post Office Box 185
Hermiston, Oregon 97838

Dear Mr. Springer:

This agency has not been dragging its feet on the Hermiston-Stanfield project, although I admit the work may seem slow. The design is nearing completion and we should be able to start right-of-way negotiations at an early date. As soon as the right-of-way is acquired, it can be contracted.

This has become involved in engineering priorities that were required because of unexpected releases in federal funds. This has caused anything but an orderly procedure, but it is something that I believe we have now solved.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe

GREATER HERMISTON CHAMBER OF COMMERCE
Phone (503) 567-6151
P.O. Box 185 Hermiston, Oregon 97838

REFERRED TO
admin
BY SECRETARY

REFERRED TO Edwards
FOR
R. L. PORTER
See me please

October 29, 1971

State Highway Department
Salem,
Oregon

Gentlemen:

The Greater Hermiston Chamber of Commerce has been asked repeatedly, by members of the community, to do whatever possible in gaining an improved highway between Hermiston and the Stanfield Junction. The high rate of casualties and accidents has the community deeply concerned.

It was our understanding that the improvement to Highway 32 was a part of the bond issue and would be shortly initiated. It does, however, seem that the State is "dragging it's feet" in taking a positive initiative.

On October 21, the Greater Hermiston Chamber of Commerce passed a resolution of the necessity for the improvement of Highway 32 from Hermiston to the Stanfield Junction of Highway 80N. En quote, "Joe moved, Darrell seconded - passed - that the Chamber go on record, by letter and petition that "there is a need for a safe and adequate highway between the Hermiston south city limits and the Stanfield Junction."

It would be our pleasure to welcome a representative of the State Highway Department at any of our Chamber of Commerce meetings, or to arrange a community forum at any time convenient to you and the community.

We would like to convey to you the very serious concern that the residents and voters of this area feel for the hazards of Highway 32.

We look forward to hearing from you in the very near future.

Respectfully yours,

Harmon Springer

Harmon Springer, President
GREATER HERMISTON CHAMBER OF COMMERCE

UMATILLA
IRRIGON
HERMISTON
BOARDMAN
STANFIELD
ECHO
OREGON

HS:ws

RECEIVED
NOV 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 - 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 24 1971

FOR FILING
Canal
R/W
Umatilla - Stfd

Umatilla Stfd

city of hermiston

295 EAST MAIN STREET / HERMISTON, OREGON / 97838

November 19, 1971

REFERRED TO Edwards
FOR
R. L. PORTER

Mr. R. L. Porter, State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

May I take this opportunity on behalf of Mayor Gray, the City Council and myself to express the City's appreciation for the fine highway improvement of Highway 32 here in Hermiston. The City has received many compliments concerning this fine improvement, and the mayor wishes to relay the council's feelings to you as this project is now nearing completion.

Upon return from the League of Oregon Cities I found a copy of a letter from the Hermiston Chamber of Commerce to you concerning the improvement of Highway 32 from Hermiston to the Stanfield Junction. Mayor Gray and I both want you to know that the city government appreciates the many problems that are encountered in the development of any project, and we can fully understand the amount of time that is necessary to assemble all the facts and data necessary to see a final solution to a highway improvement project. We feel somewhat embarrassed concerning the communication from the Chamber, and we just want you to know that the Hermiston City Council fully understands the complexities that must exist in designing and finalizing this section of the improvement of Highway 32. We have all the confidence in the Highway Department's capabilities in seeing this project to a satisfactory conclusion. If this City can be of any service to you in this endeavor you have only to ask.

May I thank you again on behalf of the citizens of this community for your fine cooperation given to this city government and we do appreciate it more than words can say.

Sincerely yours,

L. T. Harper

L. T. Harper
City Manager

NOTED
F. B. KLABOE

LTH/pat

RECEIVED
NOV 22 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
DEC 1 - 1971

OR FILING

Const
2/11
Umatilla - Stfd

December 1, 1971

Mr. Glenn L. Jackson, Chairman
Oregon State Highway Commission
c/o Pacific Power and Light Company
216 West Main Street
Medford, Oregon

Dear Mr. Jackson:

Concerning the attached file on the proposed widening project between Hermiston and Stanfield on Highway 32, Pacific Power and Light has a power line paralleling the highway as shown in the photographs.

We have made three estimates for this project as follows:

(1)	Widen both sides, requiring moving the line, total construction cost	$ 762,300
(2)	Widen on the left side only, leaving the poles in place	1,350,000
(3)	Widen on the right side only	983,500

The last two alternates would leave the poles in place but the second alternate would also leave the old road in place unused with the new line being built completely to the right of the poles. From an esthetic and environmental approach, this is the least desirable. In any event, the savings in Highway funds by requiring the pole removal would approximate $240,000.

Very truly yours,

R. L. Porter
State Highway Engineer

Attach.

cc Tom Edwards
F. B. Klaboe

TE:ms fn

Form [illegible]

OREGON STATE [illegible]

Calculations for Hermiston - Stanfield Jct. Sta. 375- to 560-

Made by Nov. 22, 1971

Widening on Lt. side only	Const. Cost	$983,500
	Addit. R/w Cost	20,000
	Total	$1,003,500

Widening Both Sides W/Overlay of existing Pvm't. (20' wide overlay)

Const Cost $762,300

Widening on Rt. Side only — Const. Cost $983,500

Poles are on this (Rt) side.

983,500
762,300
$221,200

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Hermiston - Stanfield Jct. Unit Widening Lt Side Only
Highway Umatilla - Stanfield County Umatilla Prefix
Length _____ Designer Davies Draftsman ____________ Date Nov. 22, 1971

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp. Div. & Prot. of Traffic	All				All	22,700
Clearing & Grubbing	All	Provided	from	[illegible]	All	8,000
Emb. in Place	Cu. Yd.	107,600	10,760	118,360	1^{05}	124,278
Trench excavation	" "	190	19	209	4^{00}	836
Ditch Excav.	" "	109	11	120	3^{00}	360
Finish Roadbed & Slopes	Mi.	3.5		3.5	1250^{00}	4375
Obliterate exist. Pavt.	Sq. Yd.	69,900	6990	76,890	0^{75}	57,668
Watering	M-Gal	115	12	127	3^{00}	381
Plant Mix Stone Base	Ton	46,990	4700	51,690	2^{75}	142,148
Top Course Base & Shldrs	"	7121	712	7833	2^{90}	22,716
Cement Treated Base	"	32,107	3211	35,318	4^{50}	158,931
Cement in CTB	"	1606	161	1767	32^{00}	56,544
Asphalt in Seal	"	74	6	80	65^{00}	5,200
Cl. "B" Asph. Conc.	"	21,294	2129	23,423	6^{35}	148,735
Asph. in Mixture	"	1171	117	1,288	42^{00}	54,096
Asph. in Tack Coat	"	15	2	17	100^{00}	1,700
Extra for Pave. Appr.	Each	14	1	15	50^{00}	750
12" Culv. Pipe	Lin. ft.	112'	11	123	4^{40}	541
18" " "	" "	320	32	352	7^{00}	2464
15" " "	" "	130	13	143	5^{45}	779
24" " "	" "	110'	11	121	10^{25}	1240
15" Paved end Slope	Each	1	—	1	145^{00}	145
18" Paved end Slope	"	6	1	7	160^{00}	1120
24" " " "	"	1	—	1	175^{00}	175
Guide Posts.	Each			75	8^{00}	600

Total ____________

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Hermiston - Stanfield Jct. Unit Widening Lt. Side Only
Highway Umatilla - Stanfield County Umatilla Prefix
Length ____ Designer ____________ Draftsman ____________ Date Nov. 22, 1971

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Seeding & Mulching	Acre	8.7	—	8.7	350^{00}	3045
				Subtotal		819,527
				+20% E & C		163,905
				Total Const. Cost		$983,432
R/w cost of Farmer's Mkt. & relocating						
	Mobile Home Lt. Sta. 382±					$ 20,000
				Total Cost		$1,003,432

Total ____________

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Hermiston - Stanfield Jct. Unit Overlay & widen existing
Highway ______ County Umatilla Prefix ______
Length ______ Designer ______ Draftsman ______ Date Nov. 22, 1971

Grading and Surfacing Items Sta. 375 - To 560 -

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp dir. & Prot. of Traffic	All					22,700
Clearing & Grubbing	All					6,000
Emb. in Place	Cu. Yd.	53,544	5354	58,898	1^{05}	61,843
Watering	M-Gal	115	12	127	3^{00}	381
Fin Rd.bed & Slopes	Miles			3.5	1250^{00}	4375
Tr. Excavation	Cu. Yd.			226	4^{00}	904
Ditch Excavation	Cu. Yd.			120	3^{00}	360
Plant Mix Stone Base	Ton	37,401	3740	41,141	2^{75}	113,138
Top Course Base	Ton	7121	712	7833	2^{90}	22,716
Cement Treated Base	Ton	23,310	2331	25,641	4^{50}	115,385
Cement in C.T.B.	"	1166	117	1,283	32^{00}	41,056
Asphalt in Seal	"	74	7	81	65^{00}	5,265
Class "B" Asph. Conc.	"	22,450	2245	24,695	6^{35}	156,813
Asph. in Mixture	"	1223	122	1345	42^{00}	56,490
Asph in Tack Coat	"	15	2	17	100^{00}	1700
Temp Detour Surf.	Sq. Yd.	16,000	1600	17,600	0^{75}	13200
Extra [illegible] in	each			15	50^{00}	750
12" Culv. Pipe	Lin Ft.			251	4^{50}	1131
18" Culv. Pipe	" "			420	7^{00}	2940
15" " "	" "			55	5^{45}	300
24" " "	" "			77	10^{25}	789
15" Paved end Slopes	Each			3	145^{00}	435
18" " " "	"			13	160^{00}	2080
24" " " "	"			3	175^{00}	525
Guide Posts W-1	"			75	8^{00}	600

Total ______

O GON STATE HIGHWAY DEPARTM T

QUANTITY SUMMARY & COST ESTIMATE Sheet ______ of ______ Sheets

Section Hermiston - Stanfield Jct. Unit Overlay & Widen Existing

Highway Umatilla - [illegible] County Umatilla Prefix ______

Length ______ Designer ______ Draftsman ______ Date [illegible] 22, 1971

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Seeding & Mulching	Acre			9.62	350.00	✓ 3367
				Subtotal		635,273
				+20% E&C		127,019
				Total Const Cost		$ 762,292

Total ______

O GON STATE HIGHWAY DEPARTM T
QUANTITY SUMMARY & COST ESTIMATE

Sheet ______ of ______ Sheets

Section Hermiston - Stanfield Jct Unit Widening Rt. Side Only
Highway Umatilla - Stanfield County Umatilla Prefix
Length _____ Designer Davies Draftsman __________ Date Nov. 22, 1971

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Temp. Dir. & Prot. of Traffic	All				All	#22,700
Clearing & Grubbing	All	(Prorated	from [illegible])		All	8,000
Emb. in Place	Cu. Yd.	107,600	10,760	118,360	1^{05}	124,278
Trench excavation	" "	190	19	209	4^{00}	836
Ditch Excav.	" "	109	11	120	3^{00}	360
Finish Roadbed & Slopes	Mi.	3.5		3.5	1250^{00}	4375
Obliterate exist Pvmt.	Sq. Yd.	69,900	6990	76,890	0^{75}	57,668
Watering	M-Gal	115	12	127	3^{00}	381
Plant Mix Stone Base	Ton	46,990	4700	51,690	2^{75}	142,148
Top Course Base & Shldrs	"	7121	712	7833	2^{90}	22,716
Cement Treated Base	"	32,107	3211	35,318	4^{50}	158,931
Cement in C.T.B.	"	1606	161	1767	32^{00}	56,544
Asphalt in Seal	"	74	6	80	65^{00}	5,200
Cl. "B" Asph. Conc.	"	21,294	2129	23,423	6^{35}	148,735
Asph. in Mixture	"	1171	117	1,288	42^{00}	54,096
Asph. in Tack Coat	"	15	2	17	100^{00}	1,700
Extra for Pave. Appr.	Each	14	1	15	50^{00}	750
12" Culv. Pipe	Lin. ft.	112'	11	123	4^{40}	541
18" " "	" "	320	32	352	7^{00}	2464
15" " "	" "	130	13	143	5^{45}	779
24" " "	" "	110'	11	121	10^{25}	1240
15" Paved end Slope	Each	1	—	1	145^{00}	145
18" Paved end Slope	"	6	1	7	160^{00}	1120
24" " " "	"	1	—	1	175^{00}	175
Guide Posts.	Each			75	8^{00}	600

Total ______________

O GON STATE HIGHWAY DEPARTM T
QUANTITY SUMMARY & COST ESTIMATE

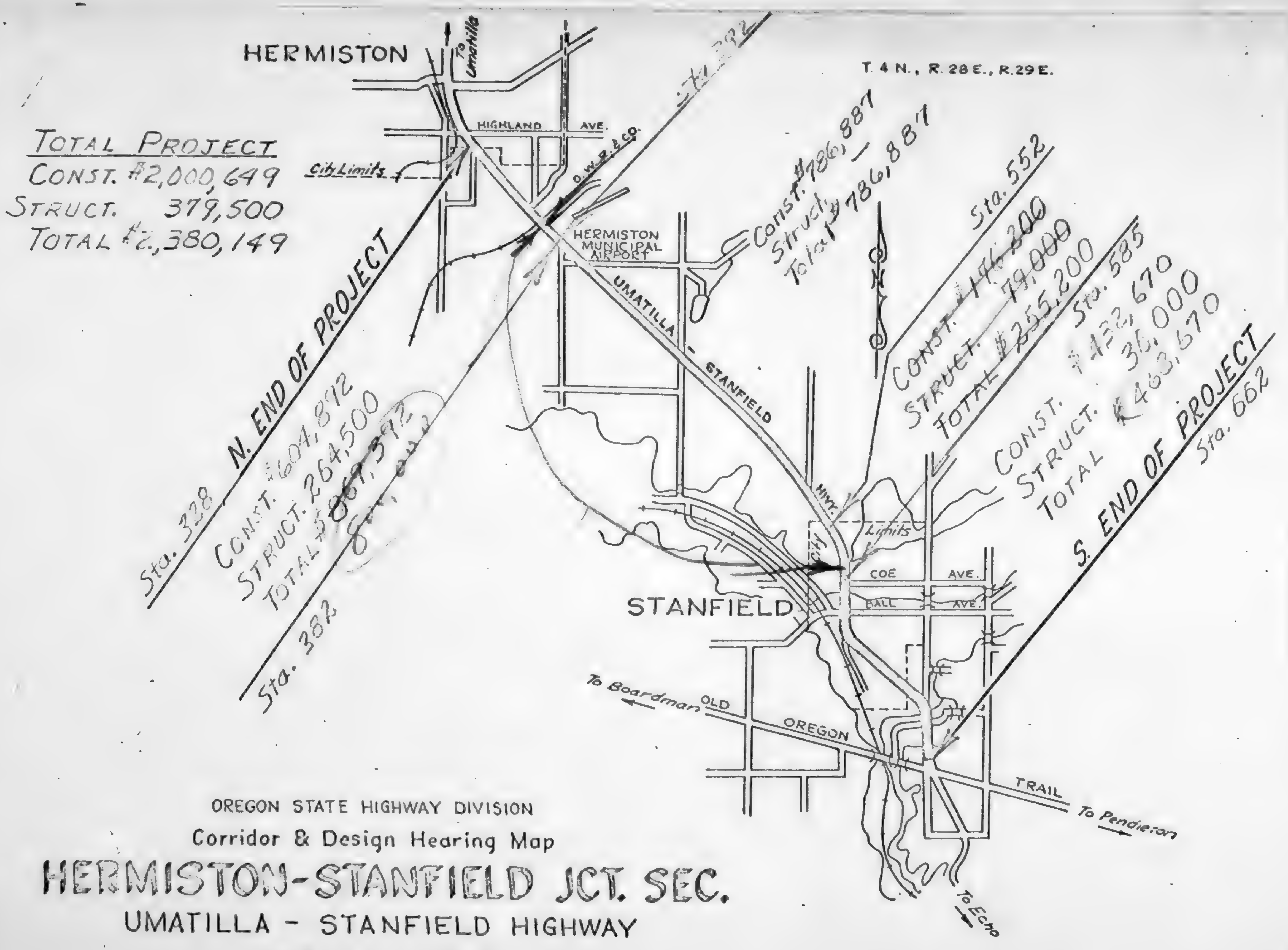
Sheet ______ of ______ Sheets

Section Hermiston - Stanfield Jct. Unit Widening Bt. [illegible]
Highway Umatilla - Stanfield County Umatilla
Length _____ Designer ____________ Draftsman ____________ Prefix ______
Date [illegible]-22-[illegible]

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Seeding & Mulching	Acre	8.7	—	8.7	350⁰⁰	3045
				Subtotal		819,527
			+20%	E & C		163,905
		Total	Const	Cost	#	983,432

Total ____________


HERMISTON
To Umatilla
T. 4 N., R. 28 E., R. 29 E.
TOTAL PROJECT
CONST. #2,000,649
STRUCT. 379,500
TOTAL #2,380,149
HIGHLAND AVE.
City Limits
O.W.R.&CO.
Sta. 392
HERMISTON MUNICIPAL AIRPORT
UMATILLA - STANFIELD HWY.
Const. #786,887
Struct. —
Total #786,887
Sta. 552
CONST. ~~#176,200~~
STRUCT. ~~79,000~~
TOTAL ~~#255,200~~
Sta. 585
CONST. #433,670
STRUCT. 30,000
TOTAL #463,670
S. END OF PROJECT
Sta. 662
Sta. 328
N. END OF PROJECT
CONST. #604,892
STRUCT. 264,500
TOTAL ~~#869,392~~
Sta. 382
City Limits
COE AVE.
BALL AVE.
STANFIELD
To Boardman
OLD OREGON TRAIL
To Pendleton
To Echo

OREGON STATE HIGHWAY DIVISION

Corridor & Design Hearing Map

HERMISTON-STANFIELD JCT. SEC.

UMATILLA - STANFIELD HIGHWAY

UMATILLA COUNTY

PRELIMINARY DESIGN 5-11-71

PACIFIC POWER & LIGHT COMPANY
INTERNAL CORRESPONDENCE

SUBJECT:
Pendleton, Oregon

November 9, 1971

RECEIVED
NOV 10 1971
COLUMBIA DIV.

Please return to
E Smith - 1100

Mr. E. E. Smith
Portland, Oregon

SUBJECT: Current status, proposed road widening project, Hermiston to Stanfield on Highway #32.

SUMMARY: The start of this project was recently deferred by the State until the last half of 1972. The cost study is still pending. In addition, the freeway route for connecting I-80 and I-82 through the Tri-cities may directly affect the scheduling of the Hermiston-Stanfield road widening.

Pacific Power has appealed to the State for reconsideration of their planned construction between Hermiston and Stanfield. As planned, Pacific would be required to move four miles of a new (1967) line at a non-reimbursed cost of over $50,000. If the widening were moved across the highway only three structures would be involved: a fruit stand, mobile home and a pole-type barn now under construction.

To date the State people have cooperated in hearing our request but we do not know when their final determination will be made.

For your reference we are enclosing the following items:

1972 Project Budget Item No. P-1
A sketch which describes the overall project
Three photos showing the three structures located on the East side of the Highway
Project memo dated 11-1-71 from Lloyd Lamothe
Memo from Phil Preston, State Utility Studies Engineer dated 7-27-71
Letter from Lloyd Lamothe dated 6-22-71

R. D. Jones

R. D. Jones

RDJ:w
Encl.

cc: Mr. Lloyd Lamothe

LOCATION PENDLETON	PACIFIC POWER & LIGHT COMPANY 19 72 CAPITAL BUDGET	Page 31 PROJECT BUDGET ITEM NO. P- 1

PROJECT TITLE: HERMISTON-STANFIELD JUNCTION SECTION UMATILLA-STANFIELD HIGHWAY.

	DETAILED ESTIMATE:	PROJECT TOTAL	PRIOR YEARS	BUDGET YEAR	19 ___	19 ___
1	MATERIAL	15,300.00		15,300.00		
2	LABOR	13,200.00		13,200.00		
3	CONTRACT					
4	LANDS AND RIGHTS OF WAY	1,000.00		1,000.00		
5	OVERHEADS AND MISC.	19,300.00		19,300.00		
6	INTEREST DURING CONSTRUCTION	650.00		650.00		
7	TOTAL PROPERTY ADDITIONS (1 thru 6)	49,450.00		49,450.00		
8	REMOVAL COST – LABOR	5,600.00		5,600.00		
9	REMOVAL COST – OTHER	1,700.00		1,700.00		
10	SALVAGE	4,075.00		4,075.00		
11	REIMBURSEMENTS					
12	TOTAL CONSTRUCTION COSTS (7 thru 11)	52,675.00		52,675.00		
13	RELATED COST – LABOR	2,500.00		2,500.00		
14	RELATED COST – OTHER	8,500.00		8,500.00		
15	METERS					
16	TRANSFORMERS	4,963.00		4,963.00		
17	SERVICES	2,380.00		2,380.00		
18	GROSS PROJECT COSTS (12 thru 17)	71,018.00		71,018.00		
19	CUSTOMER ADVANCES					
	ECONOMIC DATA					
20	ADDED ANNUAL REVENUE	▨	▨			
21	NORMAL ANNUAL REVENUE GROWTH	▨	▨			
22	COST SAVINGS (DESCRIBE BELOW)	▨	▨			

DESCRIPTION:

The Oregon State Highway Department has submitted plans to widen Highway #32 between I-80 and the Hermiston City Limits. When this job is done it will involve our 3Ø 12 Kv feeder between Hermiston and the Stanfield City Limits and the distribution through Stanfield. Some minor changes will be required from the Stanfield City Limits and I-80 to the South. This work was scheduled for bid in August, 1971 but lack of funds has delayed the bid until a future date. At the present time the spring of 1972 looks likely.

Our facilities include:

4 miles of 3Ø 4W 12.5 Kv 4/0 ACSR main line installed in 1967. There are 61 poles in this section, a bank of line regulators, and a switched capacitor bank.

In addition to our main line feeder, there are 35 poles through Stanfield and the outskirts of Hermiston. The entire job will involve 34 services and 14 transformers.

(USE ADDITIONAL SHEET IF REQUIRED)

BUDGET YEAR MONTHLY EXPENDITURES – THOUSANDS OF DOLLARS

	JAN.	FEB.	MAR.	APR.	MAY	JUN.	JUL.	AUG.	SEP.	OCT.	NOV.	DEC.
CONSTRUCTION COSTS:				17,000	11,900	11,900	11,875					
RELATED COSTS:				2,750	2,750	2,750	2,750					

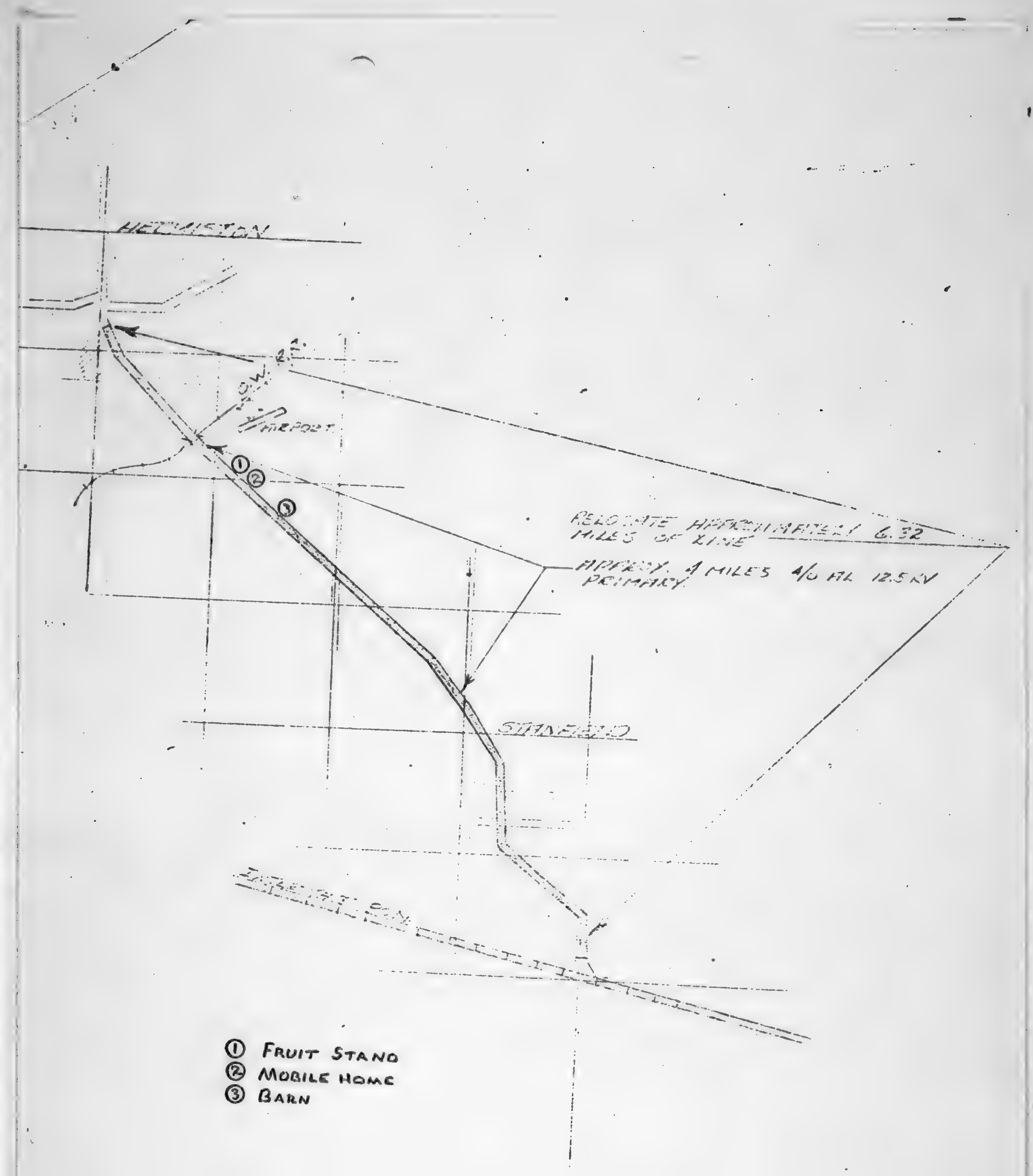
PREPARED BY: DEJ: WI — DATE 7-30-71

DISTRICT MGR. or DIV. POWER SUPT. — DATE

DIVISION MGR. or DEPT. HEAD: — DATE

BUDGET AMOUNT
$ 52,675.
(LINE 12)

FORM 1629 6/71


HERMISTON
O.W. R.R.
AIRPORT
RELOCATE APPROXIMATELY 6.32 MILES OF LINE
APPROX. 4 MILES 4/0 AL 12.5 KV PRIMARY
STANFIELD
① FRUIT STAND
② MOBILE HOME
③ BARN

HERMISTON – STANFIELD HIGHWAY

① FRUIT STAND

② MOBILE HOME

③ BARN

11-5-71

PACIFIC POWER & LIGHT COMPANY
RIGHT OF WAY DEPARTMENT

PROJECT MEMO

Rec'd By LSmith From Oregon State Hwy Date 11-1-71

Work File Code No. R/W-9-CE-17 New Project - Yes ☑ No ☐

Project Name: Hermiston - Stanfield Section
Umatilla - Stanfield Hwy
Umatilla County

Refer to: Jones, Pendleton - Sellie 702 Make Copies for Rousseau, 700 - Smith, 1100

Completion Date:

Message: A meeting was held in the Hwy Bldg Salem with Mr. Ted Litchfield, Utilities Division Engr to discuss the project referenced. After talking to the Dept's Planning engr, R/W engr, and the design engr. for this project it was concluded that the soonest possible date which could be established for relocating our facilities would be in the last half of 1972.

As far as designing the highway to miss most of these facilities - from what is now available to the engineers - it is possible to do this but a firm decision has not been made since the cost study is still pending.

For this project - it is recommended the District include in their 72 budget 100% cost for relocating the entire alignment of approximatly 3 miles.

LSmith

Noted: RH Sassen

Roussos - 700
Triplett - 800
M[illegible]in, R.C. - 800
Smith - 1100
Jones - Pendleton
Melnichuk - Walla Walla
Inman - Pendleton
Sallee - 702

MEMO TO THE FILE

July 27, 1971

Re: Power Pole Conflicts
Pacific Power and Light Company
Hermiston-Stanfield Junction Sectio
Umatilla County

A meeting was held in Room 314 of the Highway Building at 1:00 PM on July 21, 1971. Those in attendance were;

Lloyd Lamothe - Pacific Power and Light Company
John Melnichuk - Pacific Power and Light Company
Bill Inman - Pacific Power and Light Company
Ted Litchfield - Oregon State Highway Division
George Wills - Oregon State Highway Division
Frank Terpin - Oregon State Highway Division
Phil Preston - Oregon State Highway Division

Representatives of the power company requested the meeting to advise the State of the costs and unusual difficulties involved in relocating approximately 4 1/2 miles of their 12.5 KV power line which is in conflict with the proposed construction as detailed on the location plans on this project.

John Melnichuk advised us that the line was the main source of electrical power from Hermiston to Stanfield. No other circuits are available which will carry the load, therefore, any major work on the lines, such as trenching or relocating the existing conductors, must be performed with the conductors energized.

We were further advised that the existing line, which is located adjacent to the existing southwesterly right of way line between Hermiston and Stanfield, was constructed three years ago and has an estimated remaining life of 32 years. The estimated cost of rebuilding the line, assuming the existing poles can be salvaged, is $60,000 and is non-reimbursable. Since rebuilding the line was not contemplated by the company, it will disrupt their normal construction schedule, and not improve their existing facilities.

In view of the foregoing, the Company requested the State to investigate the possibility of adjusting the proposed alignment on this project so as to allow the poles to remain in their present location. If a plan can be formulated which is acceptable to both the State and the Company, Pacific Power and Light Company would be willing to bear any additional construction costs of the new plan attributable to change in alignment to avoid their poles, not to exceed the estimated cost of relocating the power line (present "windshield" estimate $60,000).

Several possible alternate plans were discussed, and it was agreed that the matter would be investigated further.

Other pertinent facts concerning the costs and limitations of relocating the power line were:

1. Estimated cost of relocating the poles in conflict with our present proposed plan - $60,000.
2. Cost per pole for relocation - $700.
3. Cost of trenching poles approximately 1/3 of the cost of relocating them.
4. Greatest distance poles may be trenched - 5 feet.
5. Relocating existing energized conductors to new poles was estimated to be as expensive as trenching. Distance they could be moved was less than 5 feet, therefore, this alternate was not considered satisfactory.

Phil G. Preston
Phil G. Preston
Utility Special Studies Engineer

PGP:dl
cc: Lloyd Lamothe,
Pacific Power and Light Company
920 S. W. Sixth Avenue
Portland, Oregon 97204

F. B. Klaboe
George Wills
Frank Hall
Frank Terpin
H. S. Coulter
H. M. Fillmore

CIFIC POWER & LIGHT OMPANY
INTERNAL CORRESPONDENCE

PLEASE REFER TO FILE NO.

SUBJECT: Hermiston Stanfield Section
Umatilla - Stanfield Highway

In Reply Refer To:
R/W-9-CE-17

Portland, Oregon
June 22, 1971

Mr. R. D. Jones
Pendleton, Oregon

This is a resume and current status of the referenced project.

On May 18, 1971 your staff, Mort Fillmore of the State Highway Department and I met at the service center in Pendleton to discuss the problems involved in this relocation.

For reference purposes: The highway runs basically north and south with the electric power pole line on the west edge of the highway right of way.

The proposed widening of this two lane to a four lane highway is to utilize the existing roadway for the northbound traffic and by taking approximately 100 feet of land on the westerly side for two southbound lanes this would force Pacific Power to relocate its pole line some 100 feet westerly.

Since the land on both sides of the existing road are mostly sagebrush, we questioned the Highway's taking on the west side. Why not relocate to the east and not disturb the power line which was estimated to cost around $60,000.00? Mr. Fillmore suggested Pacific contact the Highway's Salem office for he could not give us the answer nor change the location as planned.

On May 26, 1971 a meeting was held in Salem with Ted Litchfield and Phil Preston, Utility Liaison Engineers, two planning engineers and the undersigned.

In reviewing the project I stated -- any costs we could save the public -- for the public eventually bears all these costs -- would be helpful to both the State and Pacific.

The highway people agreed to enlarge their study and consider relocating the centerline of the southbound road to the existing roadway. To be able to adjust costs and justify this study I was asked if we could furnish some sort of "Rule of Thumb" estimate which could be used for:

a. Cost to relocate a pole about 100' from its existing location

b. Cost to trench a pole to its maximum (also what would be maximum distance)

c. Cost to set a new pole and transfer the conductor.

On June 7, 1971 I spoke with Bill Inman and requested him to furnish the "Rule of Thumb" estimate desired by the State. I told Bill I had discussed this problem with the distribution people here in Portland (8th Floor Public Service Building) and they suggested the estimate could best be established by the field estimators.

Subsequently, Dale Jefferson called Harold Sallee and stated this pole line could not be taken out of service to transfer conductors or for trenching, therefore the best method of relocating would be to build a new line then remove the old.

Before I go back to the State for further discussion, I would like your views and recommendation.

Thanks,

Lloyd G A Lamothe
Lloyd G. A. Lamothe

LGAL/ljs

cc: Messrs. Roussos - 700
Smith - 1100
Bailey - Hermiston
Jefferson - Pendleton
Inman - Pendleton
Melnichuk - Walla Walla

cc F. B. Klaboe
Victor Wolfe
D. J. Barbee
H. S. Coulter, Div. Engr.

July 21, 1970

Stanfield City Council
City Hall
Stanfield, Oregon 97875

NOTED
H. S. COX

Attention: Hon. V. E. Stockard, Mayor

Gentlemen:

The State Highway Commission is studying a proposal to relocate the Stanfield Section of the Umatilla-Stanfield Highway (ORE 32) in the City of Stanfield and Umatilla County Oregon. Actual construction will be based on its over-all economic effect, determination of which will include evaluation of testimony taken at public hearings, if such are required.

The study indicates that the proposal may follow the corridor indicated in purple on the attached map. The existing route, or portions thereof, may be bypassed by the proposal.

In order to avoid parallel routing of the state highway system serving duplicating purposes, a determination should be made as to the disposition or jurisdiction of the existing route providing a relocated route is constructed. The Highway Commission therefore requests your consideration at this time to accept, upon completion of a new route, the bypassed section of the existing route as a part of the local road system to provide service for persons living thereon or communities served thereby. A companion request is being directed to Umatilla County for the portion outside of the city.

Signatures in the appropriate space provided below will indicate that the City of Stanfield will, by a subsequent formal agreement with the State Highway Commission, accept such bypassed section if a relocated route is constructed, as a local jurisdictional road upon completion of the project and after it has been placed in a suitable condition as agreed upon by City and State.

Please return one signed copy to H. S. Cox, County and City Engineer, State Highway Building, Salem, Oregon, 97310.

APPROVED
CITY OF________________

BY MAYOR________________

BY RECORDER________________

DATE________________

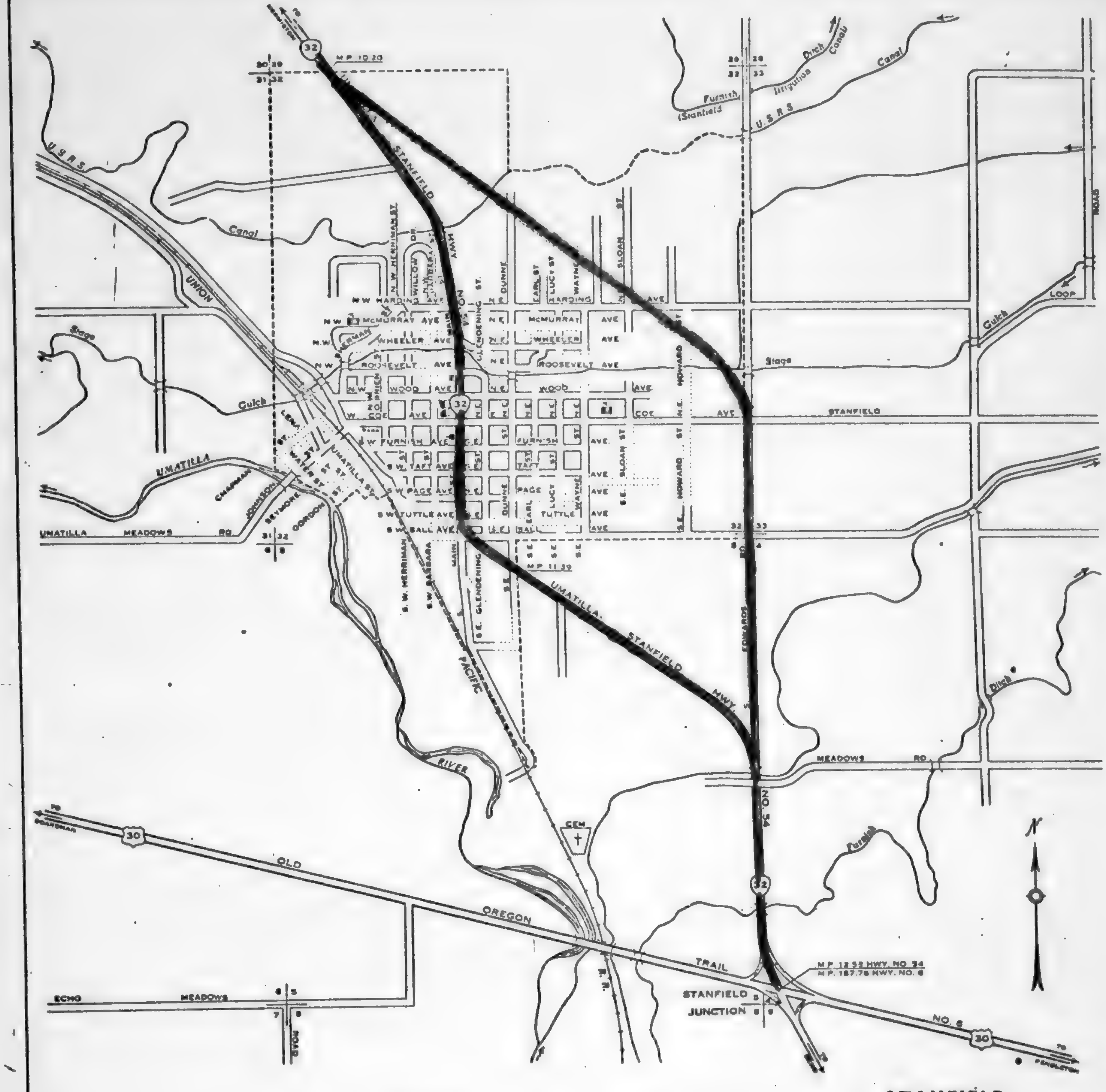
Very truly yours,

R. L. Porter
State Highway Engineer

By
H. S. Cox
County and City Engineer

PBA:lab
Att: Map

NOTED
DON HARWELL


32
M.P. 10.20
30 29
31 32
29 28
32 33
U.S.R.S.
Canal
UNION
PACIFIC
Furnish Irrigation Ditch Canal
(Stanfield U.S.R.S. Canal
STANFIELD HWY.
N.W. HARDING AVE
N.W. McMURRAY AVE
N.W. WHEELER AVE
ROOSEVELT AVE
WOOD AVE
COE AVE
FURNISH AVE
S.W. TAFT AVE
S.W. PAGE AVE
S.W. TUTTLE AVE
S.W. BALL AVE
N.W. MERRIMAN ST
WILLOW DR.
GLENDENING ST.
DUNNE
EARL ST
LUCY ST
WAYNE
SLOAN ST
HOWARD
N.E. HOWARD ST.
S.E. SLOAN ST
STANFIELD
Stage
Gulch
LOOP
ROAD
UMATILLA
CHAPMAN
JOHNSON
SEYMORE
GORDON
UMATILLA MEADOWS RD.
31 32
6 5
S.W. MERRIMAN
S.W. BARBARA
MAIN
S.E. GLENDENING
M.P. 11.39
UMATILLA-STANFIELD HWY.
EDWARDS RD.
32 33
5 4
Ditch
MEADOWS RD.
NO. 54
RIVER
CEM
Furnish
TO BOARDMAN
30
OLD OREGON TRAIL
NO. 6
TO PENDLETON
M.P. 12.58 HWY. NO. 54
M.P. 187.76 HWY. NO. 6
STANFIELD JUNCTION
ECHO MEADOWS
ROAD
N

PROPOSED HWY.

EXISTING HWY.

SIGNED ROUTES

INTERSTATE
U.S.
ORE.

LEGEND

Post Office
School
R. R. Depot
Public Bldg.
CH – City Hall
CT – Court House
A – Armory
L – Library
Street open for travel.
Street dedicated but not open.
City Limits.

STANFIELD

UMATILLA COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 740

Scale in Feet

Revised March 1967

#1B

August 3, 1970

Umatilla County Court
Courthouse
Pendleton, Oregon 97801

3572-K

City of Stanfield
City Hall
Stanfield, Oregon 97875

Gentlemen:

In regard to our letters of July 21 and your replies of July 31 pertaining to the Stanfield Section, we wish to inform you we will continue with the required work to determine what is necessary for the reconstruction of this section of highway to up-date it to present day standards.

Upon determination of all the factors involved, we will offer the opportunity for, or hold a hearing concerning this matter.

We appreciate your interest and cooperation in this and other highway matters in your area.

Very truly yours,

This letter per assignment
3572
Due date 8-11-70

R. L. Porter
State Highway Engineer

By

H. S. Cox

H. S. Cox
County and City Engineer

DNH:mm

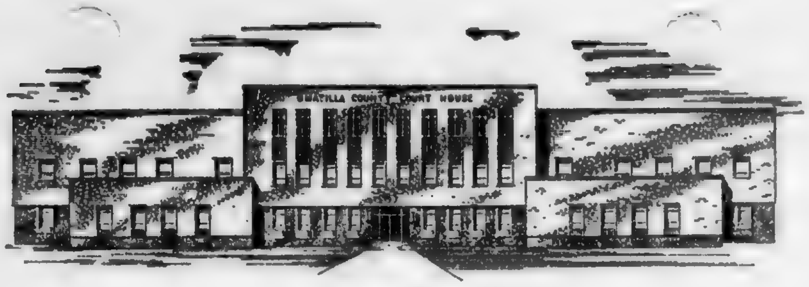
cc: R. L. Porter, w/7-31-70 letters
F. B. Klaboe do
V. D. Wolfe
D. J. Barbee
L. H. Young
H. S. Coulter

AUG - 4 1970
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

D. R. COOK, COUNTY JUDGE

COMMISSIONERS
XXXXXXXXXXX
RAYMOND E. REES
Raymond Bevans

cpb



UMATILLA COUNTY COURT
COURTHOUSE
PENDLETON, OREGON 97801

July 31, 1970

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTENTION: H. S. COX,
COUNTY & CITY ENGINEER

RE: Proposal to relocate the Stanfield Section of the Umatilla-Stanfield Highway (ORE 32) in the City of Stanfield, Umatilla County, Oregon.

Dear Cy:

After having talked to the Mayor and some of the Councilmen of the City of Stanfield, the County Court of Umatilla County wishes to rescind the signing of the document which you presented to us on your last visit to Umatilla County.

Very truly yours,

UMATILLA COUNTY COURT

D. R. Cook
D. R. Cook, County Judge

R E Rees
Raymond Rees, County Commissioner

Raymond Bevans
Raymond Bevans, County Commissioner

RECEIVED
COUNTY & CITY SECTION
AUG - 3 1970
☑ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

DRC:pms
cc: R. L. Porter, Engineer, Salem, Ore.
Vic Stockard, Stanfield, Ore.

PBd

CITY OF STANFIELD

POLICE CHIEF
PHONE 449-3245

STANFIELD, OREGON
97875
CITY HALL
PHONE 449-3522

FIRE DEPARTMENT
PHONE 449-3231

7/31/1970

RECEIVED
COUNTY & CITY SECTION
AUG - 3 1970
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

R. L. Porter
State Highway Engineer
Highway Building
Salem, Oregon

Att: H. S. Cox
County and City Engineer

Dear Sir:

Reference is made to your letter of July 21st and enclosure.

I have studied the proposed re-routing of Highway ORE-32 thru the Stanfield area and have discussed the matter with the Council and with the business people concerned and I find that everyone affected agrees that there are highway improvements badly needed, no one favors the proposed re-routing, and for the following reasons:

1. To change the location as suggested would reduce the real property values very materially, with the loss of tax revenue with the result that the remaining properties would have their tax raised to make up the loss.

2. The resultant reduction in business in Stanfield, plus the loss of tax valuation would cause the same urban blight that now affects the towns of Weston, Athena, Adams and Echo since the re-allignment of highways affecting these towns.

3. All traffic in and out of Stanfield would have to stop at the newly located road, causing a real inconvenience to heavy traffic, especially, such as trucks bringing farm produce in or thru town.

On July 29th a delegation representing the City Council and the business people of Stanfield met with the Umatilla County Court and discussed this problem at length. It was the opinion of all that the highway should remain in its present location as it passes thru Stanfield.

Now therefore, for reasons here set forth, we respectfully request that ORE-32 remain in its present location as it passes thru Stanfield.

Very truly yours,

Stanfield City Council
By; Victor E. Stockard
Mayor

cc Umatilla County Court

RECEIVED
OCT 5 - 1970
FOR FILING

Const
R/w
Umatilla-Stanf

October 2, 1970

Mr. Fred W. Hill, Member
Oregon State Highway Commission
208 N. E. Furnish Avenue
Pendleton, Oregon 97801

Dear Mr. Hill:

During the Commission meeting the other day, you discussed the proposed improvements in the Umatilla-Stanfield Highway and particularly whether the proposed modernization job should go through or bypass Stanfield.

I was under the impression that, because of local demand, your preference would be for continuing through town. It would seem, however, that if the time comes when the Highway Commission assumes responsibility for the Umatilla Bridge and this route gains importance as a thoroughfare that we should consider a bypass. We could show both routes as possible alternates and solicit expressions of local opinion as to a preference at the hearing.

I will appreciate any ideas that you may have on the matter.

Very truly yours,

R. L. Porter
State Highway Engineer

RLP:fn

cc Tom Edwards
F. B. Klaboe
Victor D. Wolfe

RECEIVED
AUG 21 1970
FOR FILING

Const

Salem, Oregon 97310
August 20, 1970

Mr. H. S. Coulter
Regional Engineer
La Grande, Oregon

I enclose two sketches of our preliminary plan for highway improvement through Stanfield. We will have to hold a hearing and analyze the testimony before anything will be finalized, of course.

Please note that the alignment now proposed follows the existing highway for the most part. For the section in the middle of the built-up area, no new right-of-way will be required.

Mr. Fred Hill would like you to meet with him at an early date and go over the plan with him.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Encs.

cc: Fred Hill
R. L. Porter
Tom Edwards
D. J. Barbee

RECEIVED
MAY 24 1971

Const
R/W
Umatilla Stfd

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Page 1

Section:	Hermiston - Stanfield Jct.	Res. Engr.	
Highway:	Umatilla-Stanfield (FAR 462)	Approx. Length	6.44± miles
County:	Umatilla	Sta.	to Sta.
Prefix:	30-1492	Date	5-13-71
Mean Truck A.D.T.	365	Annual Precipitation	9"±
Traffic Coefficient	9.2	Frost Penetration	30"±
18 kip s. a. per day	148.4	CBE Total Requirement	29.5"

(1)

Typical Soil

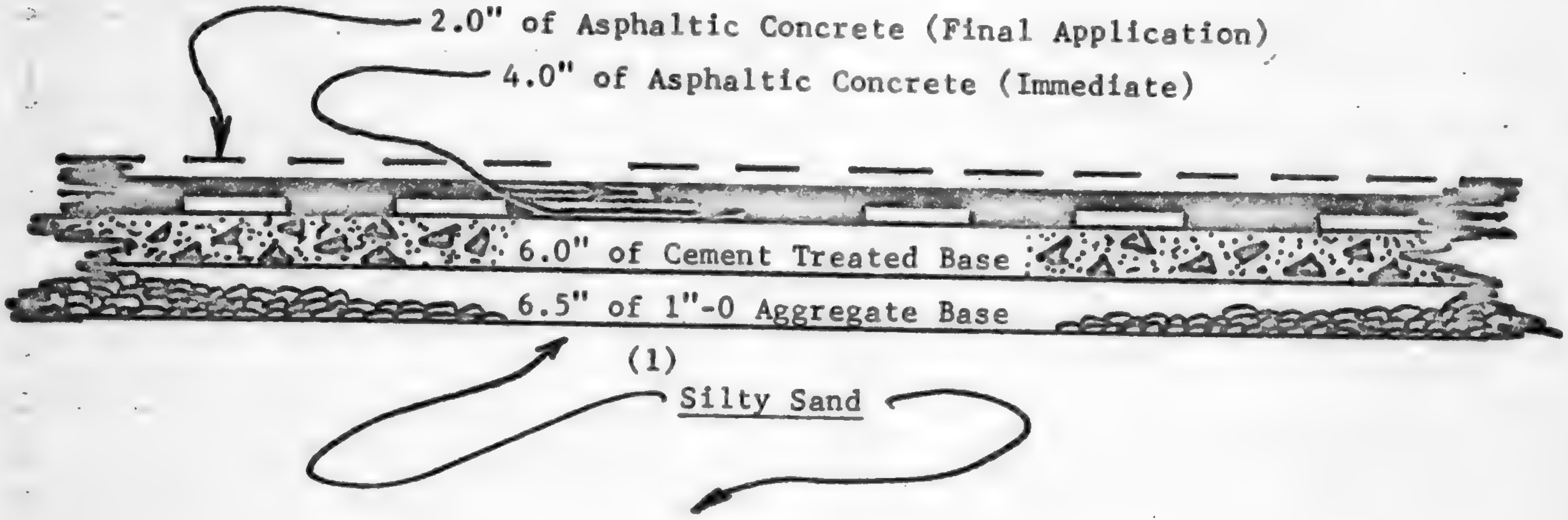
20	LL
0	PI
89	%P 10
29	%P 200
11	% Gravel
10	% C Sand
50	% F Sand
26	% Silt
3	% Clay
9	R Value
A-2-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I.)
11.0	6.0	C.T.B.
6.5	6.5	A.B.
29.5	18.5	

NEW WORK STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
4.0" of Asphaltic Concrete (Immediate)
6.0" of Cement Treated Base
6.5" of 1"-0 Aggregate Base
(1)
Silty Sand

-over-

NOTED
F. B. KLABOE

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

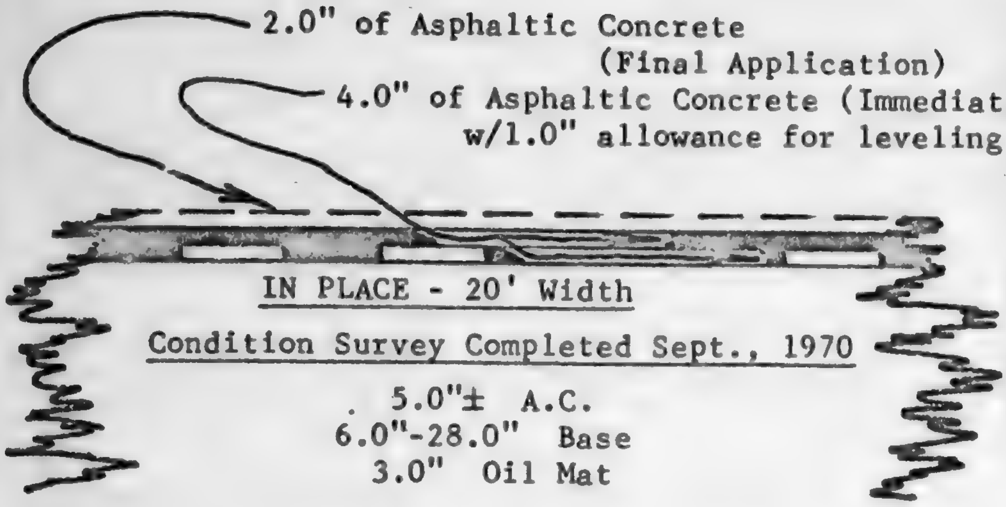
Submitted by ______________________
Base Design Engineer

Recommended by ______________________
Engineer of Materials and Research

Recommended by ______________________
asst Program and Planning Engineer

Approved by ______________________
Asst. State Highway Engineer

EXISTING ROADWAY (Where Utilized)
STRUCTURAL SECTION



2.0" of Asphaltic Concrete
(Final Application)

4.0" of Asphaltic Concrete (Immediate)
w/1.0" allowance for leveling.

IN PLACE - 20' Width

Condition Survey Completed Sept., 1970

5.0"± A.C.
6.0"-28.0" Base
3.0" Oil Mat

Credit	*Actual Thick.*	*Component*
4.0"	2.0"	A.C. (F.A.)
8.0"	4.0"	A.C. (I.)
	IN PLACE - Average	
	5.0"±	A.C.
	Variable depths Base	
*		

*Based on deflection measurements.

STRUCTURAL SECTION

Credit	*Actual Thick.*	*Component*

SECTION: Hermiston-Stanfield Jct.

HIGHWAY: Umatilla-Stanfield (FAR 462)

COUNTY: Umatilla

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	CTB	3/4"-0 *Aggregate Base*	1.0"-0 *Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
8.0 - 9.0	3.5"	4.0"	---	13.5"	27.5"	21.0"
7.0 - 8.0	3.5"	4.0"	---	10.0"	24.0"	17.5"
6.0 - 7.0	3.0"	---	---	15.0"	21.0"	18.0"
4.8 - 6.0	2.0"	---	---	13.5"	17.5"	15.5"
Cars Only	2.0"	---	---	*13.0"	13.0"	15.0"

*Increased until the total surfacing thickness equals approximately ½ the depth of frost penetration.

Remarks:

1.0"-0 Aggregate Base has been recommended as the purchasing and placing of a one-size course is more economical. The strength equivalency of 1.0" base is equal to 0.75" or 1.5" material.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0" Asphalt Concrete = 2.0" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.1" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base
1.0" Lime Treated Subgrade = ---" Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Hermiston-Stanfield Jct.
HIGHWAY: Umatilla-Stanfield (FAR 462)
COUNTY: Umatilla

3400 Present ADT (1970)
8.5 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	100	1.5	150	125	450	56,250
3	50	1.5	75	63	1000	63,000
4	5	1.5	8	7	1250	8,750
5	130	1.5	195	163	3180	518,340
6	5	1.5	8	7	2570	17,990
				365	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 664,330
TWENTY YEAR EWL 13,286,600
TRAFFIC COEFFICIENT 9.2

SECTION: Hermiston-Stanfield Jct.

HIGHWAY: Umatilla-Stanfield (FAR 462)

COUNTY: Umatilla

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ___ Poor ___
   Remarks: ___
5. Cost Comparisons: None made between A.C. and C.R.P.C.C.
   See Item 10.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration for this project.
10. Stimulation of Competition: Traffic does not warrant the use of C.R.P.C.C.
11. Construction Consideration: Not a consideration for this project.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration for this project.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See Page 5 for a cost comparison between various A.C. sections. The A.C., C.T.B. combination has been selected from an economic standpoint.

SECTION: Hermiston-Stanfield Jct.

HIGHWAY: Umatilla-Stanfield (FAR 462)

COUNTY: Umatilla

Unit prices were obtained from C. E. Layton, Cost Estimator, for this area and are shown below:

Class B Asphaltic Concrete	$8.95	per ton
Plant Mix Bituminous Base	8.95	per ton
Cement Treated Base	5.00	per ton
Aggregate Level 3/4"-0	4.13	per cu. yd.
Aggregate Base 1½"-0 or 1"-0	3.96	per cu. yd.

Three sections of comparable strength were considered in the following per square yard cost comparison:

4.0"	A.C.	4.0"	A.C.	4.0"	A.C.
6.0"	C.T.B.	6.0"	P.M.B.B.	10.0"	C.T.B.
6.5"	1.0"-0 A.B.	6.5"	1.0"-0 A.B.		
$4.71		$6.09		$4.81	

RECEIVED
MAY 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 20 1970

FOR FILING

Const
a/d
Umatilla - Stfd

March 19, 1970

3281

Mrs. Wanda Merrill
Executive Secretary
Office of the Governor
State Capitol
Salem, Oregon 97310

Dear Mrs. Merrill:

As requested in your March 9 memo, attached is a suggested draft concerning Highway 32 between Hermiston and I-80N.

Also attached is a sketch map showing the existing route and a possible location of Interstate 82. I cannot speculate as to when a decision will be made, since there must be agreement between Oregon and Washington as to the location of the Columbia River crossing.

If anything further is needed, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachments

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee

ms sr

Mr. Porter: We should proceed immediately with a study to be followed by minor betterment type improvements where indicated.

F.C.

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

A survey on Highway 32 between Hermiston and the freeway (I-80N) was started by the Highway Division in 1955. It was not completed, however, because of the possibility of an interstate route being constructed in close proximity to the present highway.

If a decision is made to construct an interstate route in the approximate proposed location, the traffic on existing Highway 32 would be reduced and the necessity of complete reconstruction would be eliminated.

As it appears that no decision will be forthcoming in the near future with respect to the routing of I-82, the Highway Division is studying the need for stop-gap improvements and will take the necessary action to improve the dangerspots in the near future.

Form E49x

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

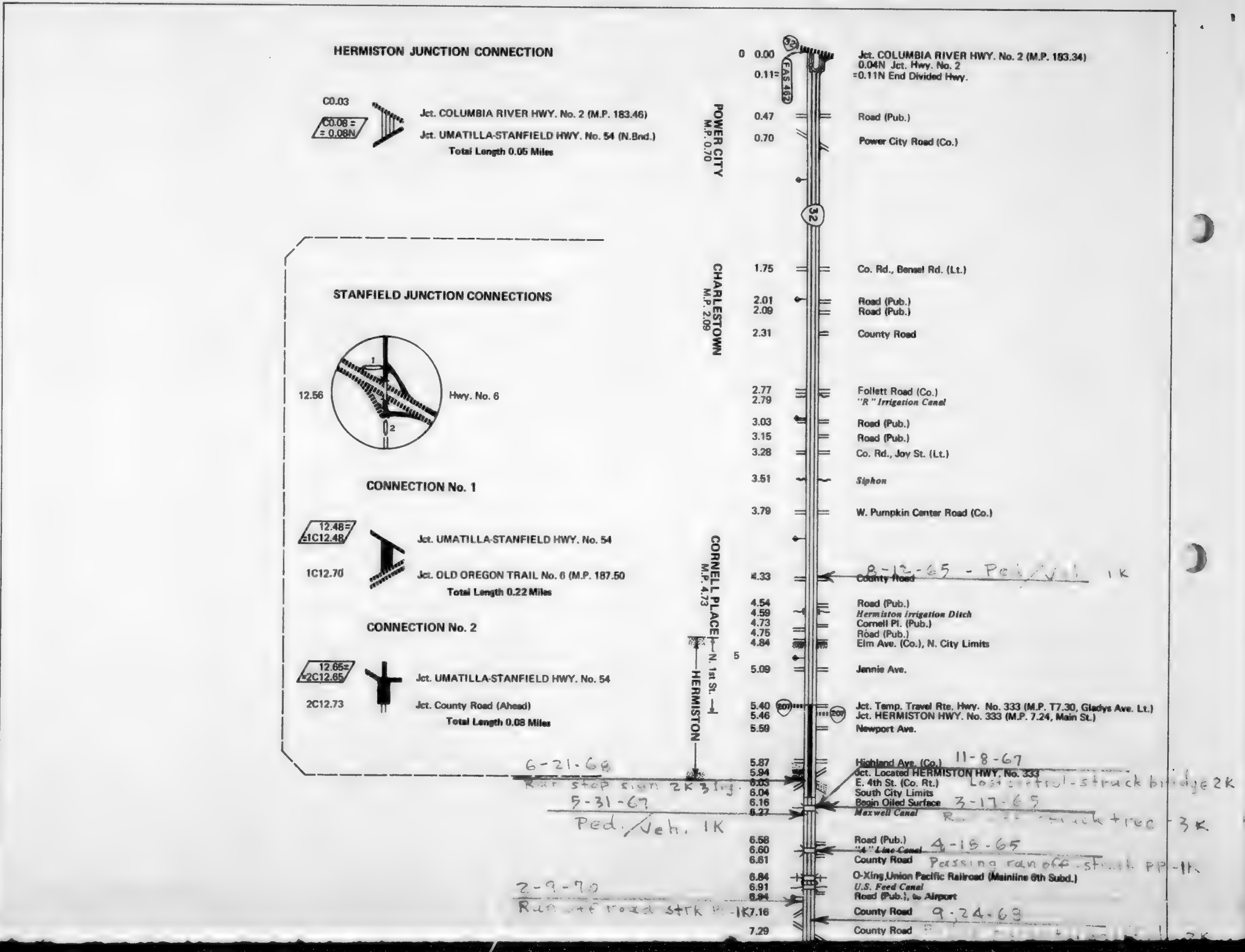
SHEET .... OF .... SHEETS

Fatal Accidents on Hwy. No 54 (ore 32) 1-1-64 to 2-28-70

STATE PRINTING

M.P.	Date		Char. of rd.	Light	Surface Weather	Persons Killed	Persons Injured	Remarks
—	1964	None						
	1965							
4.32	8-12-65		Straight	Daylight	Dry	1	–	Poor eyesight Ped. darted across hwy. W to E, Struck by Sbd car.
6.26	3-17-65		Curve	Dark	Dry	3	–	✓ Speed, Nbd. car ran off road on curve, Struck trees.
6.60	4-18-65		Straight	Dark	Dry	1	–	✓ Speed, Nbd car passing, lost control ran off road on left, struck power pole.
Stanfield 10.60	9-5-65		Bridge	Dark	Dry	1	-	✓ Sbd car, Skidded across hwy. struck bridge abutment.
	1966							
12.23	7-15-66		Driveway	Daylight	Dry	1	4	Defective brakes, Nbd. truck struck Nbd. pickup, forced it into Nbd. truck stopped prior to left turn, Nbd. truck forced into Sbd. Car-trailer.
	1967							
6.27	11-8-67		Bridge	Dark	Wet	2	–	? Raining, Nbd car lost control, Struck bridge.
6.30	5-31-67		Straight	Light	Dry	1	–	Elderly Ped, running across hwy W. to E. Struck by Nbd. car.
	1968							
Hermiston 6.03	6-21-68		Inter.	Dark	Wet	2	3	Raining, Sbd. car disregarded Stop Sign, struck Ebd car.
7.20	9-24-68		Curve	Dark	Dry	2	–	Pursued by Police, Sbd. pickup failed to negotiate curve, overturned.
12.50	3-5-68		Straight	Dark	Dry	1	–	✓ Nbd. car crossed hwy. ran off road, returned to hwy. overturned.
	1969	None						
	1970							
7.02	2-9-70		Straight	Dark	Wet	1	–	✓ Nbd car crossed hwy., ran off road, Struck power pole.
10.60	2-27-70		Straight	Dark	Dry	1	–	? Sbd ran Struck bridge abutment, plunged into Canal.
Total	Accidents		12			17	7	

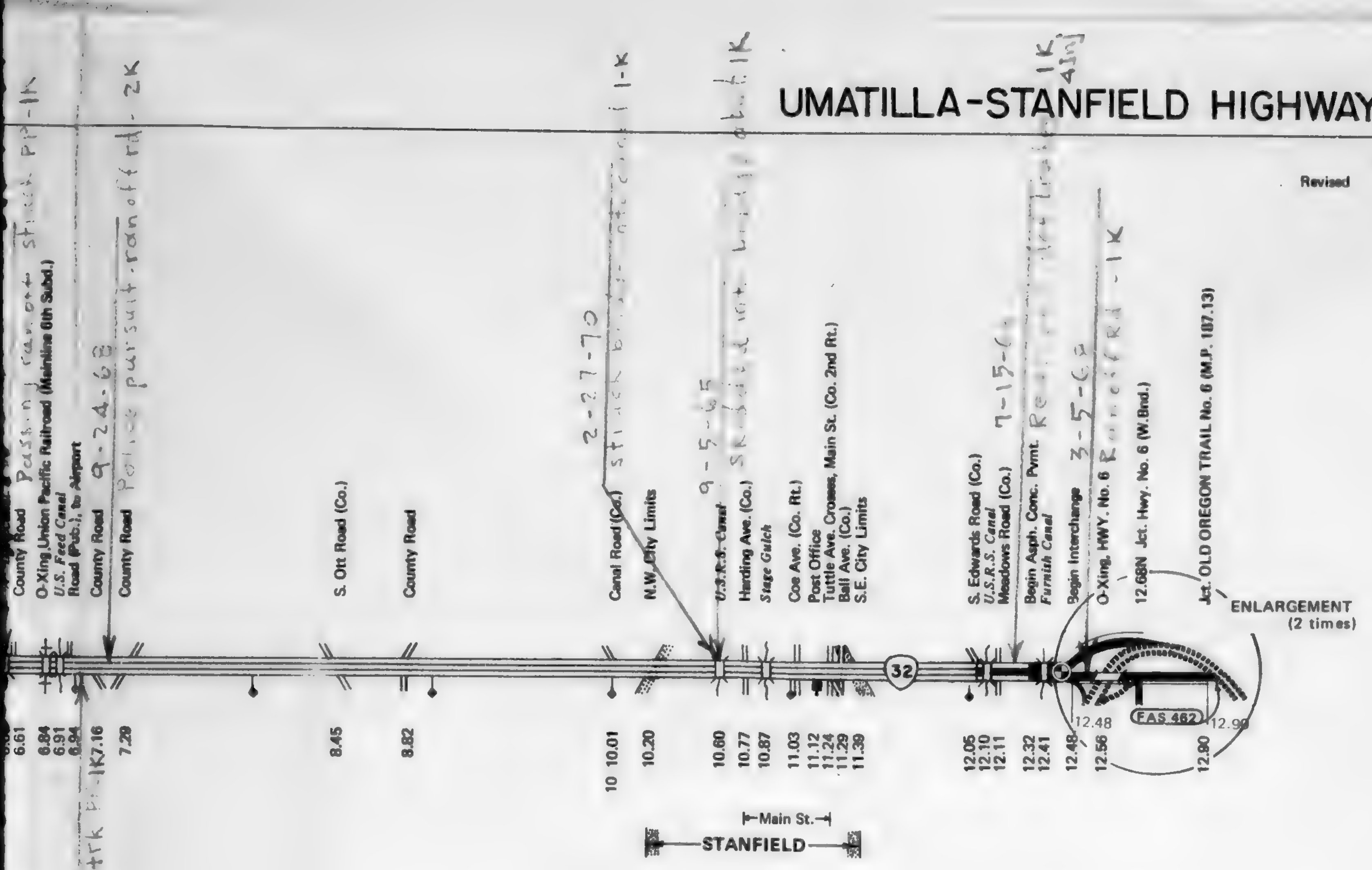
Fatal Accidents 1/1/64 thru 3/28/7?

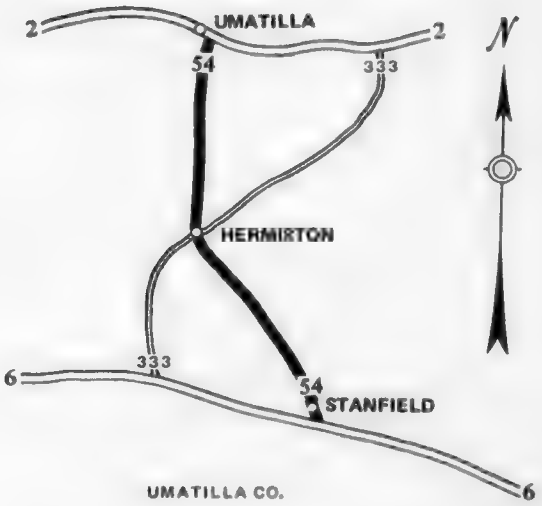

HERMISTON JUNCTION CONNECTION
C0.03
C0.08= = 0.08N
Jct. COLUMBIA RIVER HWY. No. 2 (M.P. 183.46)
Jct. UMATILLA-STANFIELD HWY. No. 54 (N.Bnd.)
Total Length 0.05 Miles
STANFIELD JUNCTION CONNECTIONS
12.56
Hwy. No. 6
1
2
CONNECTION No. 1
12.48= =1C12.48
Jct. UMATILLA-STANFIELD HWY. No. 54
1C12.70
Jct. OLD OREGON TRAIL No. 6 (M.P. 187.50
Total Length 0.22 Miles
CONNECTION No. 2
12.65= =2C12.65
Jct. UMATILLA-STANFIELD HWY. No. 54
2C12.73
Jct. County Road (Ahead)
Total Length 0.08 Miles
POWER CITY M.P. 0.70
CHARLESTOWN M.P. 2.09
CORNELL PLACE M.P. 4.73
N. 1st St.
HERMISTON
5
32
FAS 482
207
0 0.00 Jct. COLUMBIA RIVER HWY. No. 2 (M.P. 183.34)
0.04N Jct. Hwy. No. 2
0.11= =0.11N End Divided Hwy.
0.47 Road (Pub.)
0.70 Power City Road (Co.)
1.75 Co. Rd., Bensel Rd. (Lt.)
2.01 Road (Pub.)
2.09 Road (Pub.)
2.31 County Road
2.77 Follett Road (Co.)
2.79 "R" Irrigation Canal
3.03 Road (Pub.)
3.15 Road (Pub.)
3.28 Co. Rd., Joy St. (Lt.)
3.51 Siphon
3.79 W. Pumpkin Center Road (Co.)
4.33 County Road
8-12-65 - Ped/Veh 1K
4.54 Road (Pub.)
4.59 Hermiston Irrigation Ditch
4.73 Cornell Pl. (Pub.)
4.75 Road (Pub.)
4.84 Elm Ave. (Co.), N. City Limits
5.09 Jennie Ave.
5.40 Jct. Temp. Travel Rte. Hwy. No. 333 (M.P. T7.30, Gladys Ave. Lt.)
5.46 Jct. HERMISTON HWY. No. 333 (M.P. 7.24, Main St.)
5.59 Newport Ave.
5.87 Highland Ave. (Co.)
5.94 Jct. Located HERMISTON HWY. No. 333
6.03 E. 4th St. (Co. Rt.)
6.04 South City Limits
6.16 Begin Oiled Surface
6.27 Maxwell Canal
6.58 Road (Pub.)
6.60 "4" Line Canal
6.61 County Road
6.84 O-Xing Union Pacific Railroad (Mainline 6th Subd.)
6.91 U.S. Feed Canal
6.94 Road (Pub.), to Airport
7.16 County Road
7.29 County Road
6-21-68
Ran stop sign 2K 3 Inj.
11-8-67
Lost control - struck bridge 2K
5-31-67
Ped./Veh. 1K
3-17-65
R[illegible] struck tree 3K
4-15-65
Passing ran off - struck PP - 1K
2-9-70
Run off road strk P - 1K
9-24-68
2K

SHEET 1

UMATILLA-STANFIELD HIGHWAY No. 54

JANUARY 1955
Revised APRIL 1969


County Road
6.61
O-Xing Union Pacific Railroad (Mainline 6th Subd.)
6.84
U.S. Feed Canal
6.91
Road (Pub.), to Airport
6.94
County Road
7.16
County Road
7.29
S. Ott Road (Co.)
8.45
County Road
8.82
Canal Road (Co.)
10 10.01
N.W. City Limits
10.20
U.S.R.S. Canal
10.60
Harding Ave. (Co.)
10.77
Stage Gulch
10.87
Coe Ave. (Co. Rt.)
11.03
Post Office
11.12
Tuttle Ave. Crosses, Main St. (Co. 2nd Rt.)
11.24
Ball Ave. (Co.)
11.29
S.E. City Limits
11.39
32
S. Edwards Road (Co.)
12.05
U.S.R.S. Canal
12.10
Meadows Road (Co.)
12.11
Begin Asph. Conc. Pvmt.
12.32
Furnish Canal
12.41
Begin Interchange
12.48
O-Xing, HWY. No. 6
12.56
12.68N Jct. Hwy. No. 6 (W.Bnd.)
Jct. OLD OREGON TRAIL No. 6 (M.P. 187.13)
12.90
12.48
FAS 462
12.90
ENLARGEMENT
(2 times)
Main St.
STANFIELD
Passing car out struck P[illegible] - 1K
9-24-68 Police pursuit ran off rd - 2K
2-9-70 Ran off road strk P[illegible] - 1K
2-27-70 struck [illegible] 1-K
9-5-65 [illegible] 1K
7-15-6[illegible] Re[illegible] 1K 4Inj
3-5-68 Ran off Rd - 1K


2
UMATILLA
2
54
333
N
HERMIRTON
333
6
54
STANFIELD
6
UMATILLA CO.

EQUATIONS:
None
DUPLICATE MILEAGE:
None
DISTRICT 5-B
Note:
Jurisdiction of intersecting local roads as of 1968.

HIGHWAY NO. 54	STATE	FEDERAL AID STATUS				OVERLAPPING FA		
		FAP	FAS	FAI non-coin	Non FA	FAI-coin	URBAN	Misc. Fed.
Total Length	12.90	0.00	12.90	0.00	0.00	0.00	0.00	0.00
Located Line included	0.00		0.00					
Temporary Route included	0.00		0.00					
Two-Lane	12.37		12.37					
Three-Lane	0.00		0.00					
Four-Lane	0.00		0.00					
Divided	0.53		0.53					
Additional Mileage	0.35							
Frontage Roads	0.00							
Connections	0.35							
One-Way Couplets	0.00							
Excluded Mileage	0.00							
Located Line Excluded								
Temporary Route Excluded								
Access Control Mileage	0.42		0.42					
Full	0.42		0.42					
Partial	0.00		0.00					

10,015

RECEIVED
MAR 20 1970
FC [illegible]

Corr
RIK
Umatilla - [illegible]

March 19, 1970

City of Hermiston
295 East Main Street
Hermiston, Oregon 97838

Gentlemen:

Thank you for your resolution concerning Highway 32 in Umatilla County.

We are making an immediate study to be followed by whatever improvements seem to be needed and that can be handled short of complete reconstruction.

We appreciate your calling this to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
H. S. Coulter

city
of
hermiston
295 EAST MAIN STREET / HERMISTON, OREGON / 97838

March 16, 1970

REFERRED TO
Admin
BY SECRETARY

Oregon State Highway Commission
State Highway Building
Salem , Oregon 97310

Gentlemen:

The City Council of the City of Hermiston passed Resolution No. 334, endorsing the improvement of Highway No. 32 between Stanfield Junction and Umatilla, on March 9, 1970, at their regular council meeting.

I inclose a copy of Resolution No. 334 herewith.

Yours truly,

Mathilda Russell
Mathilda Russell
City Recorder

mr

Incl - Res. No. 334

RECEIVED
MAR 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

RECEIVED
MAR 17 1970
OREGON
STATE HIGHWAY COMMISSION

RESOLUTION NO. 334

WHEREAS, the City Council of the City of Hermiston has received many inquiries about improvement of Highway No. 32 between Stanfield Junction and Umatilla, and

WHEREAS, the council has made a cursory investigation and found a high frequency in the number of fatal accidents for this short stretch of road,

IT IS HEREBY RESOLVED that the City of Hermiston go on record as favoring an immediate examination into the causes of these accidents by the State Highway Department and the removal of hazards such as narrow bridges, poorly marked turns, soft and narrow shoulders and where indicated, to install passing lanes, acceleration lanes and lighted signs.

PASSED by the Council and APPROVED by the Mayor this 9th day of March, 1970.

W.M. Pearson

MAYOR

ATTEST:

Mathilda Russell

CITY RECORDER

RECEIVED
[illegible] 17 [illegible]
OREGON
STATE HIGHWAY COMMISSION

10,010

RECEIVED
APR 3 - 1970
FOR FILING

1859

Const
R/W
Umatilla - Stanfield

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 20, 1970

Mrs. Wayne A. Hahn
70 W. Beebe
Hermiston, Oregon 97838

Dear Mrs. Hahn:

A survey on Highway 32 between Hermiston and the freeway (I-80N) was started by the Highway Division in 1955. It was not completed, however, because of the possibility of an interstate route being constructed in close proximity to the present highway.

If a decision is made to construct an interstate route in the approximate proposed location, the traffic on existing Highway 32 would be reduced and the necessity of complete reconstruction would be eliminated.

As it appears that no decision will be forthcoming in the near future with respect to the routing of I-82, the Highway Division is studying the need for stop-gap improvements and I can assure you the necessary action will be taken to improve the dangerspots in the near future.

Sincerely,

Tom
Governor

TM:ma
bcc: Forrest Cooper

RECEIVED
APR 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Verbatim to draft
F

COPY

NOTED
FORREST COOPER

RECEIVED
MAR 30 1970

FOR FILING

Const
R/W
Umatilla - Stanfield

March 30, 1970

The Honorable A. L. Draper
Mayor of Umatilla
City of Umatilla
Post Office Box 130
Umatilla, Oregon 97882

Dear Mayor Draper:

Thank you for your resolution concerning Highway 32 between Stanfield Junction and Umatilla.

The Highway Division is studying this route and will attempt to make improvements where such are indicated.

We appreciate your interest in highway safety.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox w/Resolution
H. S. Coulter w/Resolution

RLP:ms sr

Porter

CITY OF UMATILLA

RESOLUTION NO. 14 - 70

WHEREAS, the City Council of the City of Umatilla has become aware of the high accident rate on Highway No. 32 between Stanfield Junction and Umatilla, and

WHEREAS, due to the high fatal accident rate, this highway appears to be hazardous, and

WHEREAS, it also appears that these hazards could be eliminated, and that the dangerous stretches be improved,

IT IS HEREBY RESOLVED that the City Council of the City of Umatilla go on record as favoring improvement of those stretches of Highway 32 which are deemed to be hazardous, such as narrow bridges, lack of passing lanes, soft shoulders and poorly marked turns.

Passed by the Common Council this 16th day of March 1970 and approved by the Mayor.

A L Draper
A. L. Draper, Mayor

ATTEST:

Ingrid Durfee
City Recorder

10[illegible]

RECEIVED
APR 3 - 1970
FOR FILING

Const
[illegible]
Umatilla - Stanfield

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 31, 1970

Mrs. Earl L. Dye
60 W. Beebe
Hermiston, Oregon

Dear Mrs. Dye:

A survey on Highway 32 between Hermiston and the freeway (I-80N) was started by the Highway Division in 1955. It was not completed, however, because of the possibility of an interstate route being constructed in close proximity to the present highway.

If a decision is made to construct an interstate route in the approximate proposed location, the traffic on existing Highway 32 would be reduced and the necessity of complete reconstruction would be eliminated.

As it appears that no decision will be forthcoming in the near future with respect to the routing of I-82, the Highway Division is studying the need for stop-gap improvements and I can assure you necessary action will be taken to improve the dangerspots in the near future.

Sincerely,

Governor

TM:ma
bcc: Forrest Cooper

Verbatim to draft
([illegible])

COPY

RECEIVED
APR 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

1 P

RECEIVED
APR 3 - 1970

FOR FILING

Const

[illegible]

Umatilla-Stanfield

April 3, 1970

3281

Mr. Gil Bellamy, Coordinator
Oregon Traffic Safety Commission
321 Public Service Building
Salem, Oregon 97310

Dear Mr. Bellamy:

Thank you for your letter of March 30 requesting accident information for that section of ORE32 between Hermiston and Stanfield.

The following tabulation shows the fatal accidents which have occurred on the section between the south city limits of Hermiston and the north city limits of Stanfield for the ten-year period beginning January 1, 1960:

Year	Fatal Accidents	Persons Killed
1969	0	0
1968	2	3
1967	2	3
1966	0	0
1965	2	4
1964	0	0
1963	1	1
1962	0	0
1961	1	1
1960	0	0
Total	8	12

If this office can be of any further service, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
V. D. Wolfe
F. B. Crandall

VPJ:ji sr

RECEIVED
JUN 29 1970
FOR FILING

Const
nM
Umatilla-Stanfield

PREFIX NO. 30-1492

6-24-70

LOCATION PROSPECTUS
HERMISTON-STANFIELD JUNCTION SECTION
UMATILLA-STANFIELD HIGHWAY
UMATILLA COUNTY

HIGHWAY:	Umatilla-Stanfield. State Primary No. 54; Federal-Aid Secondary No. 462.
TERMINI:	The northerly terminus is at the south city limits of Hermiston, M.P. 6.04. The southerly terminus is at the beginning of the Stanfield Junction Interchange at M.P. 12.48.
LENGTH:	6.44 miles.
PROGRAM:	Not programmed.
NARRATIVE:	This will be a location survey to prepare plans, specifications and cost estimates for construction. Vertical and horizontal alignment will be improved. Soils investigations will be conducted. Drainage problems are not anticipated. There has not been a reconnaissance. An economic analysis is not needed at this time.
CHARACTERISTICS:	Present ADT is 3,400.
STANDARDS:	Class A(2). Deviations from State and AASHO standards are anticipated in gradient. If Interstate 82 is not constructed, future traffic increase would require a Class A(4) facility.
TYPICAL SECTION:	Two 12-foot travel lanes with 10-foot shoulders. During the design of this project, provisions will be made for delineation of right of way for future four lane highway.
ACCESS:	Limited to location.
STRUCTURES:	There are eight (8) structures on the project. Replacement or modification will be necessary.
MATERIAL:	Investigations for suitable material will be made during the survey and referenced to the survey.
UTILITIES:	Routine utility adjustments may be necessary.
AGREEMENTS:	Agreements with the City of Stanfield, OWR&N Railroad, irrigation companies and Umatilla County will be necessary. An opportunity for a public hearing will be offered.

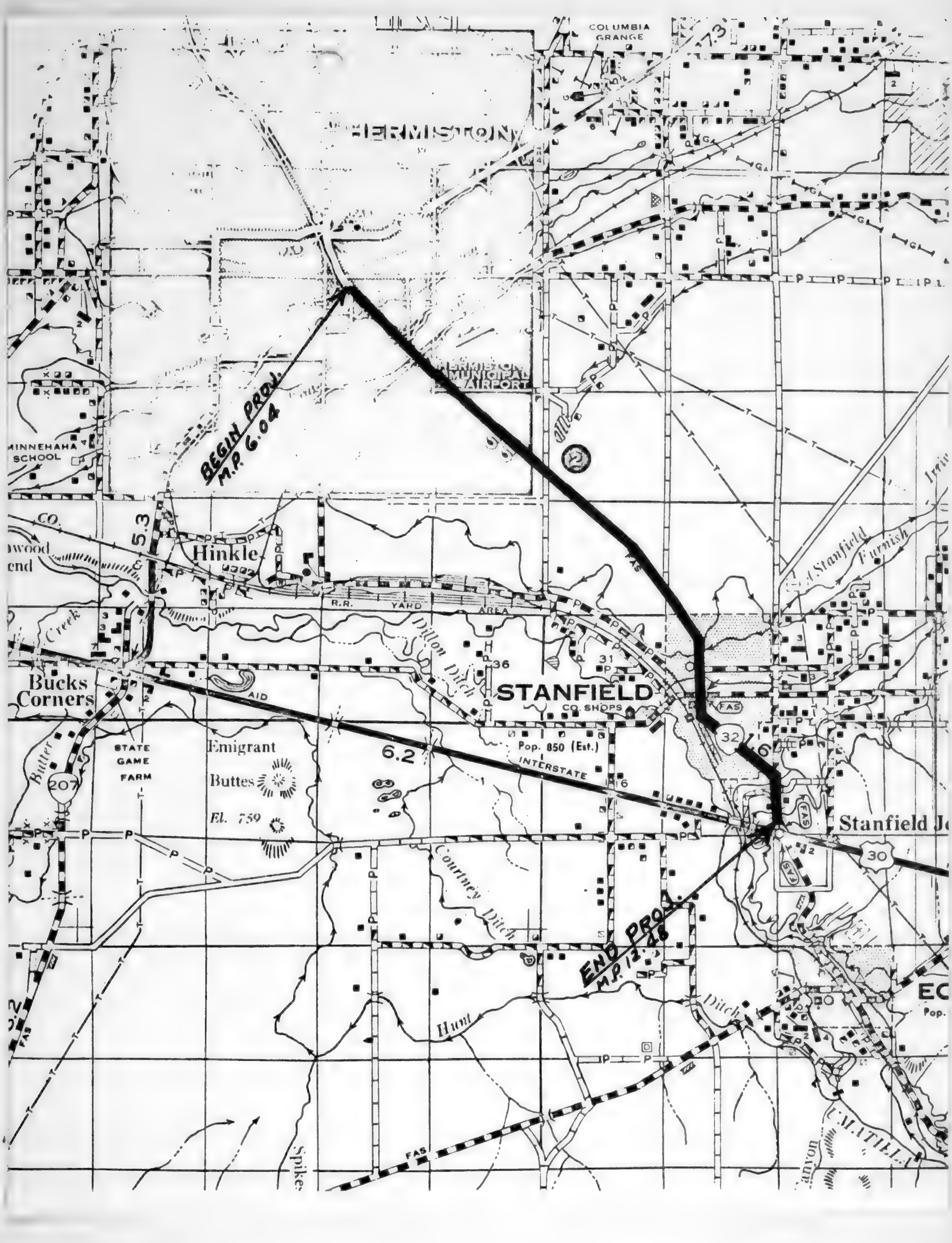
ADD'L FACILITIES: The Hermiston Municipal Airport lies adjacent to the project.

PARKS: None affected.

June 24, 1970
Attachment

cc: Bureau of Public Roads (3)
H. S. Coulter (3)
Forrest Cooper
Tom Edwards
F. B. Klaboe
V. D. Wolfe
D. J. Barbee
F. B. Crandall
F. L. Hall
E. S. Hunter
Ivan Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
Jack Rowland
Robert Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
F. W. Yarbrough (2)

RECEIVED
JUN 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER


COLUMBIA GRANGE
HERMISTON
HERMISTON MUNICIPAL AIRPORT
BEGIN PROJ.
M.P. 6.04
MINNEHAHA SCHOOL
CO.
5.3
Hinkle
R.R. YARD AREA
Creek
Dillon Ditch
Bucks Corners
AID
36
31
STANFIELD
CO. SHOPS
Pop. 850 (Est.)
INTERSTATE
FAS
32
Stanfield
Furnish
6.2
STATE GAME FARM
Emigrant Buttes
El. 759
Butter
207
Stanfield J
30
Courtney Ditch
END PROJ.
M.P. 12.48
EC
Pop.
Hunt
Ditch
Spike
Canyon
UMATILLA

RECEIVED
JUL 23 1958
FOR FILING

Salem, Oregon
July 24, 1958

Cost estimate -
Stanfield-Umatilla
routing

Mr. Tom Edwards
Construction Engineer
Department

On June 16, 1958 we received a letter from the Bureau of Public Roads in which it asked that a cost estimate of the type made for the 108(d) studies be made for the so-called Stanfield-Umatilla Interstate route.

If you have not already done so, will you please have the estimate prepared in proper form for submission to the Bureau.

Forrest Cooper
Deputy State Highway Engineer

FC:me

NOTED
FORREST COOPER

RECEIVED
OREGON DISTRICT

Const
Fed. Aid 08-35.3
Interstate

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DIVISION EIGHT

408 STATE HIGHWAY BLDG.
SALEM, OREGON

June 16, 1958

W. C. Williams
State Highway Engineer
Salem, Oregon

Dear Sir:

The Stanfield-Umatilla routing was approved as Route 7 of the National System of Interstate and Defense Highways for Oregon effective May 1, 1958. Information for inclusion of the Umatilla Toll Bridge as a part of the routing, furnished with your June 12, 1958 letter, has been forwarded for action by the Federal Highway Administrator.

Mr. Tallamy's November 7, 1957 circular memorandum outlining the procedures for the above action indicated that States should prepare reasonably firm estimates of the costs for completing additional routes as soon as is feasible after formal designation. These estimates should be prepared in the manner outlined in the Section 108(d) Estimate Instruction Manual of October 10, 1956 and using unit prices as prevailed in the last half of the calendar year 1956.

We would appreciate having your Department undertake the preparation of this estimate as soon as possible. Using a tentative location as a basis for the estimate will be satisfactory.

Very truly yours,

C. G. Polk
Division Engineer
E. H. Cowan
By: E. H. Cowan
Acting Division Engineer

FORREST COOPER

RECEIVED
JUN 16 1958
OFFICE OF
STATE HIGHWAY ENGINEER

1985 Pamburn Rd.-Milton-Freewater 10,011
Sec, Oregon-Washington Hwy.
(chip seal)

10,011

November 15, 1985

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#10,011

Contract No. 10,011 awarded to Oregon Asphaltic Paving Co. for chip seal on the Pamburn Road-Milton-Freewater Section of the Oregon-Washington Highway in Umatilla County was completed on July 21, 1985 and accepted by the State Highway Division on November 7, 1985.

Final payment in the amount of $2,294.82 will be released to the contractor after November 20, 1985. The total contract amount is $144,475.87 and no work was performed under force account.

You were advised previously that a claim has been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Oregon Asphaltic Paving Co.
11760 N.E. Glisan
P.O. Box 16537
Portland, OR 97216

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

NOTED ON CARD
11-15-85ac

FKN:arc

10,011

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 7, 1985

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10011, On Site Work Substantially Completed July 20, 1985

All Work Completed July 21, 1985

Project Pamburn Road-Milton-Freewater

Highway Oregon-Washington

County Umatilla

Type of Work Chipseal

Contractor Oregon Asphaltic Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

noted
RW Gormsen

RECEIVED
NOV 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,011 CL 1985-0182

N

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 21 1985
BARBARA ROBERTS
SECRETARY OF STATE

October 18, 1985

Barricade Brokers Inc.
Attn: Al Nichols
P.O. Box 06490
Portland, OR 97206

IN REPLY REFER TO FILE NO.:
CON 5
#10,011 #10,030
#10,012 #10,104

This will acknowledge your letter of September 27, 1985, filing claims against the following Highway Division contracts:

FILED BY: Barricade Brokers Inc.

FOR: Temporary signs

AGAINST (Prime contractor): Oregon Asphaltic Paving Co.

Contract No. 10,011
Pamburn Road-Milton-Freewater Section
Oregon-Washington Highway
Umatilla County
Amount: $257.51

Contract No. 10,012
SW Cedar Street (Pilot Rock)-Junction Heppner Highway
Pendleton-John Day Highway
Umatilla County
Amount: $205.28

Contract No. 10,030
District 14 Chip Seal Project
Grant and Harney Counties
Amount: $8,494

NOTED ON CARDS
11-19-85 BK

Contract No. 10,104
Starr Ridge-Cottonwood Creek Section
John Day-Burns Highway
Grant County
Amount: $3,983

SURETY: Safeco Insurance Company of America

AGENT: Downey Insurance Agency, Inc.

We will advise the surety and the contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Oregon Asphaltic Paving Co.
11760 N.E. Glisan
P.O. Box 16537
Portland, OR 97216

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: ✓ Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COPY

RECEIVED
OCT 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Barricade Brokers Inc.
Your Barricade Specialist Sales • Rentals
P.O. Box 06490 • Portland, Oregon 97206
777-6335

State of Oregon
Robert Gormsen Rm 121
Transportation Building
Salem, OR 97310

September 27, 1985

Dear Mr. Gormsen:

This is a formal notice of claim for labors and materials in regards to the following projects as of 9-26-85.

Contract No. 10,011
Pamburn Rd. Milton Freewater Sec.
Amt. due - $257.51

Contract No. 10,012
S.W. Ceder St. (Pilot Rock) Jct. Heppner Hwy. Sec.
Amt. due - $205.28

Contract No. 10,030
District 14 Chip Seal Project.
Amt. due - $8,494.00

Contract No. 10,104
Starr Ridge Cottonwood Creek Sec.
Amt. due - $3983.00

This claim is in regards to the bid item for temporary signs. Please feel free to contact me if you need any information regarding invoice #s or quantities.

Thank You,

Al Nichols
BARRICADE BROKERS INC.

cc:. David R. Ambrose, Attorney at Law
Oregon Asphaltic Paving Co.
Michael J. Gardner, Project Manager
C.D. Hiatt, Project Manager
Ken Warrington , Project Inspector

RECEIVED
OCT 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1985 S.W. Cedar St.(Pilot Rock)-10,012
Jct. Heppner Hwy. Sec, Pendleton-John
Day Highway. (oiling)

January 30, 1986

CON 5
#10,012

Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

Contract No. 10,012 awarded to Oregon Asphaltic Paving Co. for oiling on the S.W. Cedar Street (Pilot Rock)-Junction Heppner Highway Section of the Pendleton-John Day Highway in Umatilla County was completed on July 27, 1985, and accepted by the State Highway Division on January 15, 1986.

Final payment in the amount of $5,371.85 will be released to the contractor after February 5, 1986. The total contract amount is $146,309.92 and no work was performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Oregon Asphaltic Paving Co.
P.O. Box 16437
Portland, OR 97216

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
R. D. Hector

10,012

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 15, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10012, On Site Work Substantially Completed July 26, 1985

All Work Completed July 27, 1985

Project SW Cedar St. (Pilot Rock)-Jct. Heppner Way

Highway Pendleton-John Day

County Umatilla

Type of Work Oiling

Contractor Oregon Asphaltic Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Noted
RWGormsen

1-30-86 - Surety letter written.

RECEIVED
JAN 16 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,012

CL1985-0182

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 21 1985
BARBARA ROBERTS
SECRETARY OF STATE

October 18, 1985

Barricade Brokers Inc.
Attn: Al Nichols
P.O. Box 06490
Portland, OR 97206

CON 5
IN REPLY REFER TO FILE NO.:
#10,011 #10,030
#10,012 #10,104

This will acknowledge your letter of September 27, 1985, filing claims against the following Highway Division contracts:

FILED BY: Barricade Brokers Inc.

FOR: Temporary signs

AGAINST (Prime contractor): Oregon Asphaltic Paving Co.

Contract No. 10,011
Pamburn Road-Milton-Freewater Section
Oregon-Washington Highway
Umatilla County
Amount: $257.51

Contract No. 10,012
SW Cedar Street (Pilot Rock)-Junction Heppner Highway
Pendleton-John Day Highway
Umatilla County
Amount: $205.28

Contract No. 10,030
District 14 Chip Seal Project
Grant and Harney Counties
Amount: $8,494

NOTED ON CARDS
11-19-85 BK

Contract No. 10,104
Starr Ridge-Cottonwood Creek Section
John Day-Burns Highway
Grant County
Amount: $3,983

SURETY: Safeco Insurance Company of America

AGENT: Downey Insurance Agency, Inc.

We will advise the surety and the contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

COPY

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Oregon Asphaltic Paving Co.
11760 N.E. Glisan
P.O. Box 16537
Portland, OR 97216

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
OCT 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Barricade Brokers Inc.
Your Barricade Specialist Sales • Rentals
P.O. Box 06490 • Portland, Oregon 97206
777-6335

State of Oregon
Robert Gormsen Rm 121
Transportation Building
Salem, OR 97310

September 27, 1985

Dear Mr. Gormsen:

This is a formal notice of claim for labors and materials in regards to the following projects as of 9-26-85.

Contract No. 10,011
Pamburn Rd. Milton Freewater Sec.
Amt. due - $257.51

Contract No. 10,012
S.W. Ceder St. (Pilot Rock) Jct. Heppner Hwy. Sec.
Amt. due - $205.28

Contract No. 10,030
District 14 Chip Seal Project.
Amt. due - $8,494.00

Contract No. 10,104
Starr Ridge Cottonwood Creek Sec.
Amt. due - $3983.00

This claim is in regards to the bid item for temporary signs. Please feel free to contact me if you need any information regarding invoice #s or quantities.

Thank You,

Al Nichols
BARRICADE BROKERS INC.

cc:. David R. Ambrose, Attorney at Law
Oregon Asphaltic Paving Co.
Michael J. Gardner, Project Manager
C.D. Hiatt, Project Manager
Ken Warrington , Project Inspector

RECEIVED
OCT 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1985 Dist. 13 Oiling Project 10,013
on Cove Hwy. in Cove.
(paving and oiling)

10,013

March 25, 1987

CON 5 - 10,013

The American Insurance Company
Attn: Fidelity & Surety Dept.
P. O. Box 3825
Portland, OR 97208

On February 5, 1987, we wrote to you concerning release of final payment on Contract No. 10,013 awarded to Blue Mountain Paving Co. for work on the District 13 Oiling Project on the Cove Highway in Union County.

Final payment on this contract is $12,356.12 and the total contract amount is $231,269.75. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Blue Mountain Paving Co.
P. O. Box 10448
Yakima, WA 98909

Blue Mountain Paving Co.
P. O. Box 84921
Seattle, WA 98124

Corroon and Black of Oregon
P. O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
Robert Hector

10,013

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10013

TO: Commission Services **DATE:** January 23, 1987

ES Hunter

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10013, On Site Work Substantially Completed July 29, 1986

All Work Completed September 3, 1986

Project District 13 Oiling Project

Highway Cove

County Union

Type of Work Paving and Oiling

Contractor Blue Mountain Paving Co.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-5-87 - Surety letter written.

RECEIVED
JAN 27 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,013

N

FORM 734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: District 13 Oiling Project

WEEK ENDING: September 21, 1985

SECTION PREFIX: 031-1591

HIGHWAY: Cove

COUNTY: Union

NAME OF JOB: District 13 Oiling Project

KIND OF WORK: Paving and oiling

CONTRACTOR: Blue Mountain Paving Company

CONTRACT NUMBER: 10,013

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 17, 1985

DATE WORK STARTED: August 5, 1985

ESTIMATED COMPLETION DATE: July 21, 1986

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 31, 1985

PERCENT OF TIME ELAPSED: 100%

PROJECT AUTHORIZATION: $ 244,286.05

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 53%

EXCLUSIVE OF ENGINEERING: $ 215,230.00

ENGINEERING AUTHORIZATION: $ 19,370.70

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 51%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 215,230.00

ENGINEERING COST TO DATE: $ 3,150.00

DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 16 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				Patching		Oiling	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		8.46		7.46	
MILES PARTIALLY COMPLETED		8.46		0	
MILES COMPLETED		8.46		0	
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1,350 T		4,400 cy	
TOTAL QUANTITIES CORRECTED TO DATE		2,135.17 T		4,400 cy	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		2,135.17T		0	
AVERAGE DAILY QUANTITIES		-		0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		-		-	
NUMBER OF SHIFTS PER DAY		0		0	
HOURS PER SHIFT		0		0	

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers	0		Not warm enough.
MONDAY	Showers	0		Not warm enough.
TUESDAY	Showers	0		Not warm enough.
WEDNESDAY	Fair	0		Not warm enough.
THURSDAY	Fair	0		Not warm enough.
FRIDAY	Fair	0		Not warm enough.
SATURDAY		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	None
MONDAY	None
TUESDAY	None
WEDNESDAY	None
THURSDAY	None
FRIDAY	None
SATURDAY	None

REMARKS

Contract to probably be shut down until next summer.

SIGNED M J Anhon LOCATION La Grande

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1985 Dist. 2A Paving Project 10,014
on Sunset & Tualatin Valley Hwys.

January 3, 1986

The Travelers Indemnity Co.
Surety Department
707 S.W. Washington Street
Portland, OR 97205

CON 5- #10,014

On November 15, 1985, we wrote to you concerning release of final payment on Contract No. 10,014 awarded to Cascade Construction Company, Inc. for the District 2A Paving Project in Washington County.

The total contract amount is $285,335.38. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

NOTED ON CARD
1/3/86

clb

cc: Cascade Construction Company, Inc.
Foot of SW Abernathy
P.O. Box 4267
Portland, OR 97208

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

10,014

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 7, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10014, On Site Work Substantially Completed July 17, 1985

All Work Completed September 19, 1985

Project District 2A Paving Project

Highway Sunset & Tualatin Valley Highway

County Washington

Type of Work Paving

Contractor Cascade Construction Co., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV 8 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HIGHWAY DIVISION

IN REPLY REFER TO
FILE NO

RECEIVED
DOT DIRECTOR
SEP 24 '85
REFER TO
FOR
Info Hand R/D D/R Sign Act File

September 23, 1985

CON

John Lund, Special Representative
International Union of Operating
  Engineers/Local 701
1529 S.W. 12th Avenue
Portland, Oregon 97201

Your analysis of a rotomilling job done by State forces, involving seven blocks on Baseline Avenue in Hillsboro, has been forwarded to me from our Metro Region office in Milwaukie. I also have their critique of your analysis together with a tabulation of the State's actual cost to do this rotomilling work.

For your information, the rotomilling operation cost $34,592. This included the basic rotomilling of the street, plus subexcavating and backfilling of several utility trenches, plus construction of a stockpile site at the Jackson Street crossing of the Sunset Highway utilizing the grindings from the street operation. You should also know that the grinder was rented, fully-operated, from a private contractor. The State has a contract to rent this operated piece of equipment for $25,000/month, $9,088 of this monthly charge is included in the cost of this project.

Your analysis of this work had some very serious flaws which you should know about in the event that you attempt further analysis of our work. First, you made no allowance for a contractor's profit and overhead which is usually in the range of 15 percent. You made no provision for supervision of the work. There is almost always a foreman and a pickup truck for his use. You made no provision for traffic control signing, that does not come free in a contract. You assigned no value on the contract side to preparation of plans and specifications, advertisement, bid opening, award of the contract, contract supervision by the State, and project finalization costs. These costs are all significant and should be added to the cost of doing public work by contract.

The last legislature directed the Highway Division to continue a study, which was started two years ago, where the objective was to compare costs by doing selected maintenance activities by contract. This study is being directed by our Maintenance Engineer, Don Adams. I will forward your report to Mr. Adams and ask him to include it in the information he will be collecting over the next year and a half for his report to the 1987 legislative session.

FRED MILLER

We do appreciate your input and welcome your continued critique of our maintenance operation. I believe the objective of Local 701, Operating Engineers and the Highway Division are the same; that is, to provide quality maintenance to our highway system at the least cost to the public.

W. E. Schwartz, P.E.
Assistant State Highway Engineer
for Operations

WES:sl

cc The Honorable Jane Cease
The Honorable Robin Lindquist
The Honorable Bruce Hugo
D. R. Adams

bc: Fred D. Miller
Larry Rulien
E. L. Hardt
Dave Willhite

10,014 N

FORM E-1 (REV (2-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION Sunset: M.P. 56.97 - .47 T.V.: M.P. 4.00 - 4.40 M.P. 8.32 - 12.18	WEEK ENDING: Thursday, August 22, 1985	SECTION ~~PREFIX~~ EA C10014 /001
HIGHWAY Sunset & Tualatin Valley	COUNTY Washington	
NAME OF JOB DISTRICT 2A PAVING	KIND OF WORK Paving	
CONTRACTOR Cascade Construction Co., Inc.	CONTRACT NUMBER 10014	~~FEDERAL AID PROJECT NUMBER~~ State Project
DATE OF CONTRACT April 17, 1985	DATE WORK STARTED June 24, 1985	ESTIMATED COMPLETION DATE July 20, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS Fixed date	WORK DAYS USED N/A CALENDAR DAYS USED N/A
PROJECT AUTHORIZATION: $ 334,031.07	SPECIFIED COMPLETION DATE August 31, 1985	PERCENT OF TIME ELAPSED N/A
EXCLUSIVE OF ENGINEERING: $ 307,544.02	ENGINEERING AUTHORIZATION $ 26,487.05	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 291,000.00	ENGINEERING COST TO DATE $ 24,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 97%
ESTIMATED PERCENT: [redacted] UNDERRUN (-5.4)%	PERCENT OF AUTHORIZATION 91 %	DATE PROJECT WAS COMPLETED: July 17, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
N/A		N/A	N/A		N/A		

	~~GRADING~~	Class C Asph. SURFACING	~~MAINTENANCE MATERIALS~~	~~OIL & BITUMINOUS MACADAM~~	~~PAVING~~
MILES IN PROJECT		13.68			
MILES PARTIALLY COMPLETED					
MILES COMPLETED		13.68			
TOTAL ESTIMATED QUANTITIES (CONTRACT)		9400 Tons			
TOTAL QUANTITIES CORRECTED TO DATE		9400 Tons			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		9400 Tons			
AVERAGE DAILY QUANTITIES		1175 Tons			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		N/A			
NUMBER OF SHIFTS PER DAY		1			
HOURS PER SHIFT		Ave. 10			

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.		No structures on this project					
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 8-18	Cloudy			
MONDAY 8-19	Cloudy			
TUESDAY 8-20	Cloudy			
WEDNESDAY 8-21	Cloudy/Fair			
THURSDAY 8-22	Clear			
FRIDAY 8-16	Clear			
SATURDAY 8-17	Clear			

RECEIVED
1985
CONSTRUCTION SECTION
CE CAE LS TC
COE OM SA CC
OE FE CP
A PQC
CAM QCS
EEO FILE

,,0730

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

18-Aug SUNDAY	No activity
19-Aug MONDAY	No activity
20-Aug TUESDAY	No activity
21-Aug WEDNESDAY	No activity
22-Aug THURSDAY	No activity
16-Aug FRIDAY	No activity
17-Aug SATURDAY	No activity

REMARKS

Semi-final is submitted this week.
Third notification is pending upon receipt of subcontractor payrolls.

SIGNED Harold Broderick
Harold Broderick
LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

1985 Monroe-Crow Cr. Sec, Pac. 10,015
Hwy. W. in Monroe
(paving)

10.015

January 14, 1987

Morse Bros., Inc.
Tangent Division
32260 Hwy. 34
Tangent, OR 97389

CON 5
10015
10025
10045

Attn: Robert R. Reinhard
Vice President & General Manager

Re: Final Payment
Contract Nos. 10015, 10025, and 10045

The Final Estimate and Voucher for Contract No. 10015 has been mailed to you. Final payment will be made upon receipt of the final estimate certificate from you.

The Final Estimate on Contract No. 10025 has been delayed pending a resolution of the compaction pay factor for Lot 2. This has been resolved and the Final Estimate will be processed within the next few weeks.

The Final Estimate on Contract No. 10045 has been delayed pending resolution of failing "C" value tests. This has been resolved and the Final Estimate will be processed within a few weeks.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson

01133m

Concurrently, Dave Glenn, Quality Control Supervisor, reviewed Price Agreement No. 5 dated March 9, 1986, offering to the contractor a 1.00 pay factor for compaction for Lot 2. Dave recommended to not approve the Price Agreement for lack of information. Jerry Wimer sent the Price Agreement back to Region for their further study.

The Project Manager sent an explanation of Price Agreement No. 5 to the Construction Section on June 14, 1986. Dave reviewed and recommended on June 25, 1986, a 25 percent price reduction for low compaction on Lot 2.

On September 29, 1986, Bud Van Cleave, Pavement Quality Coordinator, recommended the approval of Price Agreement No. 5. Region sent to the Construction Section another letter of explanation on November 18, 1986. I recommended to Jerry Wimer in a memo dated November 25, 1986, to approve Price Agreement No. 5.

Jerry approved Price Agreement No. 5 on November 26. The Region computed a bonus of $3,644.01 on the Class "C" AC based on Lots 1, 2, and 3. A 1.00 pay factor for compaction on Lot 2 provided for $1,405.84 of the total bonus of $3,644.01. The calculations were sent to the Quality Control Unit on January 2, 1987, for verification.

Contract No. 10045, District 14 Paving Project

Third Notification - April 4, 1986

The Quality Control Unit received the test summary from the Region and the Materials Section on May 9, 1986, and May 13, 1986. Paul Anello reviewed and returned the project back to the Region on June 25, 1986, because of missing contractor's process control data. We received the missing data on August 4, 1986.

The "C" value testing on this project showed that the AC mixtures had failed and a penalty should be assessed to the contractor according to the specifications. Our Project Manager submitted to the contractor Price Agreement No. 11 on August 6, 1986, changing the specifications from the 1985 specs to the 1986 specs. The Project Manager stated in his letter, "Price Agreement No. 11 will not result in a penalty." The Project Manager received that directive verbally from Dave Glenn.

Price Agreement No. 11 was signed by the contractor and sent to the Construction Section on August 11, 1986. I recommended approval but Jerry would not approve until more information about the failing "C" values was received.

I sent a memo dated September 9, 1986, to the Region asking them for more information. In the meantime, the Construction Section initiated a "C" value study on September 19, 1986. The Region sent a response to my memo on October 27, 1986, offering more information.

Jerry Wimer, Bud Van Cleave, and I decided to have the backup samples run before deciding on the "C" value penalty. Bud was to have the Project Manager send in the backup samples. On November 6, 1986, at the Idaho Asphalt Conference, I asked Herb Shaw if he had sent in the backup samples and he said he had not. I reminded him that that needs to be done.

The Materials Section received four of the backup samples on December 2, 1986. The "C" values for these samples averaged over 100. The Materials Section stated that the results were invalid and cannot be compared to specifications due to the prolonged storage time and in appropriate sample storage. The date reported was December 12.

On December 19, the Quality Control Unit upgraded the original "C" value results by:

1. Using a straight-line interpolation of the increase in "C" values over a theoretical two month period versus a 15 month period after obtaining samples.

2. Using the smallest increase in "C" values over a 15 month period and adding this increase to all of the test results.

Both methods showed that the weighted average of the "C" values was above 30. Therefore, no penalty is to be assessed. Jerry Wimer approved on December 29, 1986. The Region, Materials, and Contract Payments Section has been notified.

AL:mk

12013m

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6509 CON 5 - 10015,
10025 and 10045

TO: O. B. Jackmond
Contract Administration Engineer DATE: January 7, 1987

FROM: Art Louie Art Louie
Quality Control Supervisor

SUBJECT: Status of Contracts 10015, 10025 and 10045

Contract No. 10015, Monroe-Crow Creek

Third Notification - December 6, 1985

The Quality Control Unit received the test summary from the Region and the Materials Section on January 7, 1986, and January 9, 1986. Region noted 67 missing contractor's process control tests. They did not offer any suggested solution. Also, no Price Agreement was submitted documenting the decision to go to the control strip method. The bonus,based on the control strip, was $10,488.93.

Don Jenks, Specifications Compliance Assistant, returned the project to Region on January 8, 1986, to have backup AC samples for sublots tested. Don called back to Region on February 6, 1986, and found the backups were not done. Region called on March 10, 1986, resolving the problem by including the questionable lot as part of the experimental work.

Paul Anello, Quality Control Assistant, reviewed the test summaries on June 13, 1986. He found missing contractor's process control charts and that the Region had not concurred with Don Jenk's AC bonus calculations. Region submitted charts on June 19, 1986, and concurred with the bonus on June 20, 1986. Jerry Wimer wrote a memo dated June 26, 1986, directing us to charge the contractor for missing process control tests.

The backlog of contracts to be reviewed started to grow in July. This project was placed on the shelf. On September 15, 1986, we made the decision to exclude P.I. tests for the C.A. from the contractor's process control tests. We determined the value of the remaining tests to be $1,177. Ken Berg, Specification Compliance Specialist, cleared the project on October 14, 1986.

Contract No. 10025, Rondo St.-Blossom Lane

Third Notification - February 20, 1986

The Quality Control Unit received the test summary from the Region and the Materials Section on March 18, 1986, and March 20, 1986. Paul Anello reviewed and returned the project to Region on May 13, 1986, because of missing contractor's process control charts and test results. We received the missing data on May 14, 1985.

81-125-1387

MORSE BROS.
Highway Construction Group

RECEIVED
STATE HWY ENGR
NOV 6 '86
REFER TO Lackmond
FOR

Info.	Inves	R/D	D/R	Sign	Act	File
	✓	✓				

NOTED
W. E. SCHWARTZ

Cy 11/6
dus 11/14

October 4, 1986

Mr. W.E. Schwartz
Assistant State Highway Engineer
102 Transportation Building
Salem, OR 97310

Subject: Final Payment

Dear Mr. Schwartz:

We continue to have difficulties getting past projects that have had the "Third Notification" issued, finalized as far as payment is concerned. On a couple occasions over the past two years I have heard both yourself and Mr. Chuck Frederickson state the emphasis you were going to place on getting out final pay estimates, timely.

Three Oregon State Highway Division projects 10015, 10025, and 10045 have been completed and have had "Third Notification" issued. On December 12, 1985, OSHD 10015 had Third Notification issued, on February 20, 1986, OSHD 10025 had Third Notification issued, and on April 4, 1986 OSHD 10045 had the Third Notification issued, and to date final payment has not been made on any of the three. I don't know if eleven months, eight months, or seven months lapse since job finalization and issuance of Third Notification is timely in the State of Oregon's time frame but, it is not in mine. I would appreciate your checking into OSHD projects 10015, 10025, and 10045 and see what can be done to speed up final payment.

Your efforts and consideration is appreciated.

Sincerely,

MORSE BROS., INC.

Robert Reinhard

Robert R. Reinhard
Vice President & General Manager

cc: C.O. Fredrickson/Construction Engineer
Alva Vohland
Herb Shaw

kvk

Tangent Division • 32260 Hwy. 34 • Tangent, OR 97389 • Phone (503) 928-6491

10,015

December 9, 1986

CON 5 - #10,015

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On November 6, 1986, we wrote to you concerning release of final payment on Contract No. 10,015 awarded to Morse Bros., Inc. for paving on the Monroe-Crow Creek Section of the Pacific Highway West in Benton and Lane Counties.

Final payment on this contract is $19,028.30 and the total contract amount is $558,885.12. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cc: Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

10,015

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10015

TO: Commission Services

DATE: October 29, 1986

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10015 , On Site Work Substantially Completed August 15, 1985
All Work Completed	December 6, 1985
Project	Monroe-Crow Creek
Highway	Pacific Highway West
County	Benton and Lane
Type of Work	Paving
Contractor	Morse Brothers, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-6-86 - Surety letter written.

12-5 [illegible] added to Jan V per Walton

RECEIVED
OCT 31 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Monroe-Crow Creek
WEEK ENDING: Dec. 14, 1985
SECTION PREFIX: C10015
HIGHWAY: Pacific Hwy West
COUNTY: Benton & Lane
NAME OF JOB: Monroe-Crow Creek
KIND OF WORK: Paving
CONTRACTOR: Morse Bros Inc.
CONTRACT NUMBER: 10,015
FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: April 24, 1985
DATE WORK STARTED: July 12, 1985
ESTIMATED COMPLETION DATE: August 15, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: SUPERVISION:
SPECIFIED WORK DAYS
SPECIFIED CALENDAR DAYS 45
WORK DAYS USED
CALENDAR DAYS USED 35
SPECIFIED COMPLETION DATE: August 31, 1985
PERCENT OF TIME ELAPSED: 78
PROJECT AUTHORIZATION: $ 611,295.57
EXCLUSIVE OF ENGINEERING: $ 562,822.79
ENGINEERING AUTHORIZATION: $ 48,472.78
PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 562,800
ENGINEERING COST TO DATE: $ 40,000
PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %
PERCENT OF AUTHORIZATION 83 %
DATE PROJECT WAS COMPLETED: August 15, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		4.83			4.83
MILES PARTIALLY COMPLETED					
MILES COMPLETED		4.83			4.83
TOTAL ESTIMATED QUANTITIES (CONTRACT)		1,560			16,470
TOTAL QUANTITIES CORRECTED TO DATE		4,100			17,273
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		4,100			17,273
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CE CAE RECEIVED LS TC
COE OM SA CC
OE DEC 16 1985 FE GP
CA K PQC
CAM CONSTRUCTION QCS
EEO SECTION FILE

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	

REMARKS

STATUS: Semi-final estimate sent to Region Office
Third notification issued Dec. 6th.

PROJECT COMPLETED

FINAL REPORT

Visitors to project:

Next Week:

SIGNED Alva D. Vohland 02-8016 LOCATION ~~Corvallis~~
Alva D Vohland, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

10,015

STATE OF OREGON

INTEROFFICE MEMO

C10015

TO: Ken Husby
Region 2 Const. Engr.

DATE: Oct. 24, 1985

FROM: Alva D. Vohland
Alva D. Vohland
Project Manager, Corvallis

SUBJECT: Monroe-Crow Creek
Contract Number 10015
Inlet adjustment

REGION 2 OFFICE
RECEIVED
1985
KEH
RTS ____ RLS ____ RPC ____ RFS ____
RUS ____ RG ____ RSR ____

The adjustment and/or relocation of the inlets were completed October 24, 1985.

This completes all construction activities for this project.

cc: File

cc WESchwartz

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
OCT 31 '85
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act	File

1985 Clatsop & WA Counties Oiling 10,016
Proj. on Fishhawk Falls & Sunset Hwys.
W. of Ptld. (pavement sealing)

10

STATE OF OREGON **INTEROFFICE MEMO**

TO: JERRY WIMER
Contract Operations Engineer

DATE: July 21, 1986

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT: STRIPPING PROBLEMS
Multnomah and Clackamas County Seal Project
(Contract No. 10056)
Clatsop and Washington County Oiling Project
(Contract No. 10016)

Dayton F.E. JRM
Baker
Leu
Return Due

These two pavement sealing projects were put down during the summer of 1985.

Both projects were polymer modified asphalt chip seals. On the Multnomah County and Clackamas County project, the work included sealing I-84 from about 112th to just west of Troutdale, and the Mt. Hood Highway from Government Camp to Zigzag. The Clatsop County and Washington County project included sealing the Sunset Highway from about M.P. 37.4 to M.P. 46.3, and the Fishhawk Falls Highway from M.P. 0.0 to M.P. 9.0. Both projects were placed over old, dense asphaltic concrete pavement that had recently been patched by maintenance forces, with the intermittent patching done in an effort to fill in worn wheel ruts and other distressed areas of pavement. Neither of the two projects used lime treated aggregate.

The seal on the Sunset Highway and the Fishhawk Falls Highway still looks fairly good. There are some streaks of rock loss, but generally, the rock retention on both these highways is very good. This work was done in early to mid August, 1985.

The seal on the I-84 Freeway and the Mt. Hood Highway was put down the last part of August just before Labor Day, 1985. The I-84 section looked very good in November, 1985. As you may remember, we had temperatures at or below freezing for practically every day and night during that month, with some rain during September. The outside lanes have lost most of the rock, but in driving through this section heading east, you can see a significant improvement in rock retention at each interchange. Traffic counts for the various areas are shown on the attached chart, and it shows about 27,000 vehicles per day (each direction) at 122nd Avenue down to 8600 at the east end of the project.

The seal on the Mt. Hood Highway has lost considerable rock and several lengthy stretches with almost 100 percent loss. The seal went down without any major problems and looked good until the month of November when we started losing the rock. This area does get fairly heavy traffic during the winter, including heavy usage of tire chains and studs.

✓cc Paving Committee w/attach

CE ___ CAE ___ **RECEIVED** SPC ___ TC ___
(COE) ___ OM ___ SA ___ CC ___
OE ___ JUL 24 1986 FE ___ CP ___
CA ___ PQC ___
CAM ___ **CONSTRUCTION** QCS ___

81-125-1367

I am sorry I cannot come up with some positive clear reasons for the poor performances of these seals. This will be restating the obvious, but it appears that this is a very sensitive, very unforgiving type of construction. All the factors that go into getting a good product must be there, and if any are absent, the chance for failure is significantly increased. These factors include correct oil spread for existing pavement conditions, correct rock spread, timely and correct rolling, air temperature, surface temperatures, the amount of humidity, the amount of traffic, and the weather conditions during the subsequent one or two months after construction. There are undoubtedly others I have not mentioned.

I have attached the Project Manager's reports for both of these projects. If you need any more information or need something specific, let me know.

MC/ct

cc: Gary Kennen with attachments
Bud Broderick with attachment

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

TO: Duane O. Christensen
Road Design Engineer

DATE: June 20, 1986

Metro Region
PA EM BUD

FROM: Gerald Wimer Jerry
Construction Operations Engineer

SUBJECT: Stripping Problems

You asked for my recommendation relative to stripping problems that are accelerated when polymer seals are placed. Dale Allen's June 9 E-Mail implies this only occurs over open graded mixes. It also occurred on the Salmon Creek-Salt Creek Section (Contract No. 9608) of the Willamette Highway where the polymer seal was placed over a recent dense graded mixture.

It is appropriate for all Regions to evaluate all recently completed or contemplated polymer seals and report whether the underlying material was an oil mat, cold mix pavement, dense pavement, hot open graded pavement, or some other type of pavement and if the aggregate in these underlying surfaces contained lime or not and what sort of problem is attempted to be corrected with the seal and the current condition of the polymer seal. This should be done within the next two weeks, and by a copy of this memo, each is requested to do so.

In the interim, I agree with Dale Allen's recommendation that the aggregate utilized in hot open graded mixes be lime treated. We already utilize lime or cement as a filler on such hot open graded mixes.

I also agree that if hot open graded mix is not stripping, a seal should not be placed except we should still utilize a fog seal. Regions may already have some polymer seals contracted over open graded mixes that they do not deem serious enough of a stripping problem to cancel the contract. In that case, an advance fog seal or tack should be applied to reduce the potential of the polymer seal bridging and not adhering to the open graded pavement.

I am sure that we will continue to learn more and make more adjustments in this matter as the season progresses.

GW:mk

cc: Dale Allen
Bill Quinn
Region Construction Engineers - Please have your recent polymer seals reviewed as requested above and advise of your findings as soon as possible but no later than two weeks. These reports are needed at that time to share with the Paving Committee.

06167m

OM MRE OE PPM CE
TOS RECEIVED ME
FAS JUL 8 1986 PDM
CSA Metro Region TAM
RAS PA EM BUD LM

NARRATIVE REPORT

Multnomah & Clackamas Counties Seal Project
Columbia River & Mt Hood Highways
Multnomah & Clackamas Counties
Contract #10056
F.A. Project No.: State

Project Authorization:	$440,544.58
Estimated Final Project Cost:	$395,285.62
Date of Award:	May 31, 1985
Specified Completion Date:	September 15, 1985
Actual Completion Date:	August 28, 1985
Contractor:	L.T. Contractors Inc. P.O. Box 4448 Sunriver OR 97707
Project Manager:	Gary Kennen
Project Inspector:	William Maish

This project called for a polymer modified emulsified asphalt chip seal on the Mt. Hood Highway from Rhododendron to Government Camp and on the Columbia River Highway from N.E. 122nd Avenue to Troutdale. In March 1985 members of this crew attended a chip seal seminar in Corvallis, Oregon to become familiar with the latest techniques. In addition, we requested John Gunter, District 3 Maintenance Supervisor, to be present during our first day of operation since he had considerable experience with this product.

Scappoose Sand and Gravel was the aggregate supplier. Crushing began June 18 and continued through August 5. All tests on the aggregate production were well within specification tolerances. A sample was taken early in the production of the aggregate and sent to the Salem Lab. We requested the following tests be run: sieve analysis, loose unit weight, specific gravity, sodium sulfate, OSHD degradation, friable particles, light weight pieces and wood waste. In addition, we requested an average least dimension and a flakiness index to aid in making a mix design. These last tests were based upon the Federal Highway Asphalt Emulsion Manual.

From the above information, a mix design was calculated. A 0.25 gallons/square yard of oil shot and 22 pounds/square yard of chip seal were indicated. John Gunter and the asphalt supply representative felt that a 0.35gallons/square yard oil shot would be more appropriate. We compromised at 0.32 gallons/square yard.

Unit B Columbia River Highway

Upon receiving the preliminary plans for this project, I was alarmed to find that chip seal was to be placed on one of the busiest freeways in the state. My main concern was traffic control. A second concern was the type of construction methods to be used under extreme traffic conditions. It was decided that state forces would help with traffic control and additional funds were authorized for this purpose.

At the preconstruction conference, the District 2B Maintenance Supervisor suggested that state forces close the freeway during a weekend, thus allowing the chip seal to be placed without traffic interference. At a subsequent meeting with the Region Maintenance Engineer, the Region Traffic Operations Engineer and the District Maintenance Superintendent it was decided that this would be a viable alternative. A price agreement was written to document the changes.

On Saturday, August 17, all traffic was diverted from the eastbound lanes. The closure procedure began at 4:00 A.M. and was completed by 6:00 A.M. The eastbound lanes remained closed until 4:00 P.M. Sunday, August 18. This closure required approximately 40 maintenance personnel working 12 hour shifts through the closure.

The contractor had stockpiled aggregate near the east end of the project at NE 238th Ave. Once the freeway was closed, he was able to haul aggregates down an eastbound off ramp to the jobsite.

Weather conditions were optimum with a starting temperature of 70 F and a high for the day of 92 F. The skies were clear and the humidity was quite low.

Two asphalt distributors were used to minimize the delay in reloading. There were 6 ten-yard dump trucks and 2 pneumatic tired rollers. A tandem steel wheeled roller was on the job, but was broke down a good portion of the time. This roller bridged the wheel ruts in the old pavement. I would suggest that in future jobs a 3 wheeled roller be specified.

No surface preparation was required on the freeway since the pavement was clean and dry.

The placement of chip seal went without interuption until mid afternoon. At this time traffic began to back up on the detour route and we found it necessary to open the east end ramps to relieve the congestion. This took approximately 20 minutes. The interuption required the contractor to alter his operation, but did not adversely affect the project. Once the traffic bottleneck was relieved the eastbound off ramps were closed again.

By 7:10 PM the eastbound lanes were completed. The contractor continued to roll the project until dark.

The brooming operation began at 6:30 A.M. Sunday. It was apparent that the contractor's brooms would not complete the project in time so the District Maintenance Superintendent brought his equipment onto the job to help broom. The state pick up brooms discharged into dump trucks and the float rock was returned to the stockpile area. A price agreement has been written to recover these costs.

The state striping crew came onto the job at 7:00 A.M. Sunday and proceeded to stripe behind the brooming. An equipment failure on the striping truck delayed completion of the yellow fog line until the following day. Traffic was turned onto the eastbound lanes at 3:45 P.M. It was noted that there was a minimal amount of loose rock on the pavement at that time.

On August 24th and 25th the westbound lanes were closed in a similar manner and the chip seal placed. One significant difference was the weather conditions. The skies were overcast, humidity was high and the maximum temperature for the day was 85 F. Under these conditions it was noticed that the emulsified asphalt was drawn into the old pavement much more rapidly. We felt this was detrimental to the sealing project and I would recommend in the future a minimum surface temperature of 100 F.

A 3 wheeled steel roller was brought onto the project for this phase and helped seat the chip seals in the wheel tracks. The contractor also had more brooms available.

No traffic problems were encountered during the second weekend.

Unit B Data

Asphalt spread rate......0.32 gallons/square yard
Aggregate in chip seal used......24 pounds/square yard
Unit B cost......$214,888.46
Cost/square yard......$1.13
Cost/lane mile......$8,140

Unit A Mt. Hood Highway

On Monday, August 19, the contractor moved from the freeway up to Government Camp. Due to poor weather conditions the contractor's crew was on hold until noon. At this time the sun broke through and ambient temperature reached 65 F. Oil shooting began in the eastbound lanes (both lanes) and continued for approximately one mile. At this time a fog bank rolled in from the valley and the temperature suddenly dropped to 50 F. The rock placed on this section of roadway never stuck. At a later date, when the weather conditions improved, the section was reshot with a light coat and more rock added. We feel this section will never be satisfactory. Again, a surface temperature spec of 100 F might have eliminated this problem.

The remainder of the project was delayed intermittently due to poor weather conditions. At these elevations I would recommend that no oiling be done after mid-August. Nighttime temperatures drop too low.

This is the third paving project we've had on Mt Hood Hwy. Traffic control has always been a problem. This project was no different. Some people were delayed as long as 20 minutes and became impatient. Pilot cars were frequently passed by motorists. We have not yet found a satisfactory solution to traffic problems on this highway. Keeping the contractor off the road Fridays, Saturdays and Sun- days is very helpful.

There have been many complaints over broken windshields and other vehicular damages caused by flying rock. Having personally talked to several of these complainants, I suspect that many of these are not legitimate.

Unit A Data:

Asphalt spread rate......0.31 gallons/square yard
Aggregate spread rate......28 lbs/square yard
Cost......$180,397.16
Cost/square yard......$0.98
Cost/Lane-mile......$6,880.00

General Comments

The quality of Units A and B appears to be very good. We have received many compliments on the quality of the workmanship. It will be interesting to observe these projects after a winter of studded tires.

A video camera was borrowed from the region office and there is approximately 18 hours of tape available. It is hoped that this winter we will have time to edit and condense this into a usable form.

Clatsup & Wash. Co. Oiling Project
Contr. No. 10016

CONTRACT # 10016
OILING PROJECT SUMMARY

DATE	CY AGGREGATE	AVE. SPR.	TONS OIL	AVE. SPR.	SY COVERED	LOCATION	REMARKS
08-05-85	662.4	0.011	SEE BELOW		59903	SUNSET EB 340 - 500; WB 491 - 340	8-5 & 8-6 oil qty. combined
08-06-85	571.9	0.013	142.29	0.34	42950	SUNSET WB 191 - 387; EB 220 - 340	
08-12-85	408.8	0.010	58.81	0.34	42226	SUNSET EB 196 - 77; WB 190 - 30	
08-13-85	317.0	0.011	43.68	0.37	29116	SUNSET WB 85 - 28; EB 114 - 28	
08-14-85	513.6	0.011	57.78	0.30	46993	FISHHAWK FALLS 11+90 - 280+50	
08-15-85	398.6	0.013	48.52	0.40	29531	FISHHAWK FALLS 125 - 381	
08-17-85	424.8	0.013	45.34	0.33	33154	FISHHAWK FALLS 277 -478	
TOTAL USED	3297.1		396.4		283873		
	CY	CY/SY					

8.2 lbs/gallon

SEE DAILY SUMMARY BELOW

↓

I think this might be Gallons/SY

$\frac{396.4\,T \times 2000}{8.2\ lbs}$ = Gallon

8-5-85 & 8-6-85

The volume gage on the distributor was incorrect and the metering system was not working properly so it was not possible to accurately compute the oil quantities with the distributor truck. The quantities were calculated by the tanker loads delivered to the project, and the pay quantities were based on delivery invoices. At the end of the day on 8-5-85 the contractor stopped work for the night with only part of a tanker load used that day. The rest of the load was used on 8-6-85, so the total delivery invoices for 8-5 & 8-6-85 were totaled up and one material invoice was made up for both days. Some of the areas sealed in the late afternoon on 8-6-85 in the westbound lanes had a lot of aggregate lost and streaking in the wheel ruts. The method and procedure used on 8-6-85 were the same that were used on 8-5-85, the only difference that was noted was the fact that the temperature dropped to about 68° in the late afternoon and continued to drop. It started raining early in the morning of 8-7-85 and the temperature was below 65° all day. We felt that this was the cause of the aggregate loss, so all repairs in this area were made at the contractors expense. The repair work was done 8-29-85.

8-12-85

The contractor did not work from 8-6-8 to 8-12-85 because of weather conditions. During this time the contractor had his distributor truck volume gage recalibrated so it would register the right volumes. This seemed to take care of the volume problems, but the gallon metering system on the distributor did not apply the oil at the rates indicated on the gages. After some field calculations the gage settings were adjusted so we could get the proper oil application rates on the ground. In most cases this required increasing the metering system indicated rates by approximately 40%. The contractor attributed this problem to a worn gallon meter pump in the distributor. After the problems with the aggregate loss and streaking noted from 8-6-85 the contractor was directed to keep the chip spreader up close behind the distributor at all times. No more significant aggregate loss was noted after this procedure was adopted. NOTE: More favorable weather was encountered during the remainder of this project, and the work generally went very well from this point on.

8-13-85

8-14-85

The Sunset Highway section was completed and the contractor moved his operation to the Fishhawk Falls portion of this project. The Fishhawk Falls Highway was found to be very narrow in spots, and if the contractor tried to do half the road at a time he would be down to 8 feet wide in some areas. Because of sharp curves and log trucks it would be impossible to keep traffic off of an open joint at centerline. It was decided to shoot an 11 foot wide panel on the first pass and completely cover the panel with aggregate so there would not be an open joint. The contractor was allowed to run all day on one panel so it would have time to cure before brooming the centerline back to overlap the second panel. There was a small build up on the center portion of the highway where it was overlapped, but overall this procedure worked very well.

8-15-85

On the second day of work on the Fishhawk Falls portion of this project the work was going well. The only problem that was noted was the blackening observed on the sharp curves caused by trucks rolling the aggregate over as they drove through these curves. We had the contractor slow his hauling trucks down through these areas, but once the flagging and pilot car opeation was moved off of an area it was difficult to keep the general public and log trucks slowed down. The aggregate rolling and blackening did not seem to be major problem.

8-16-85

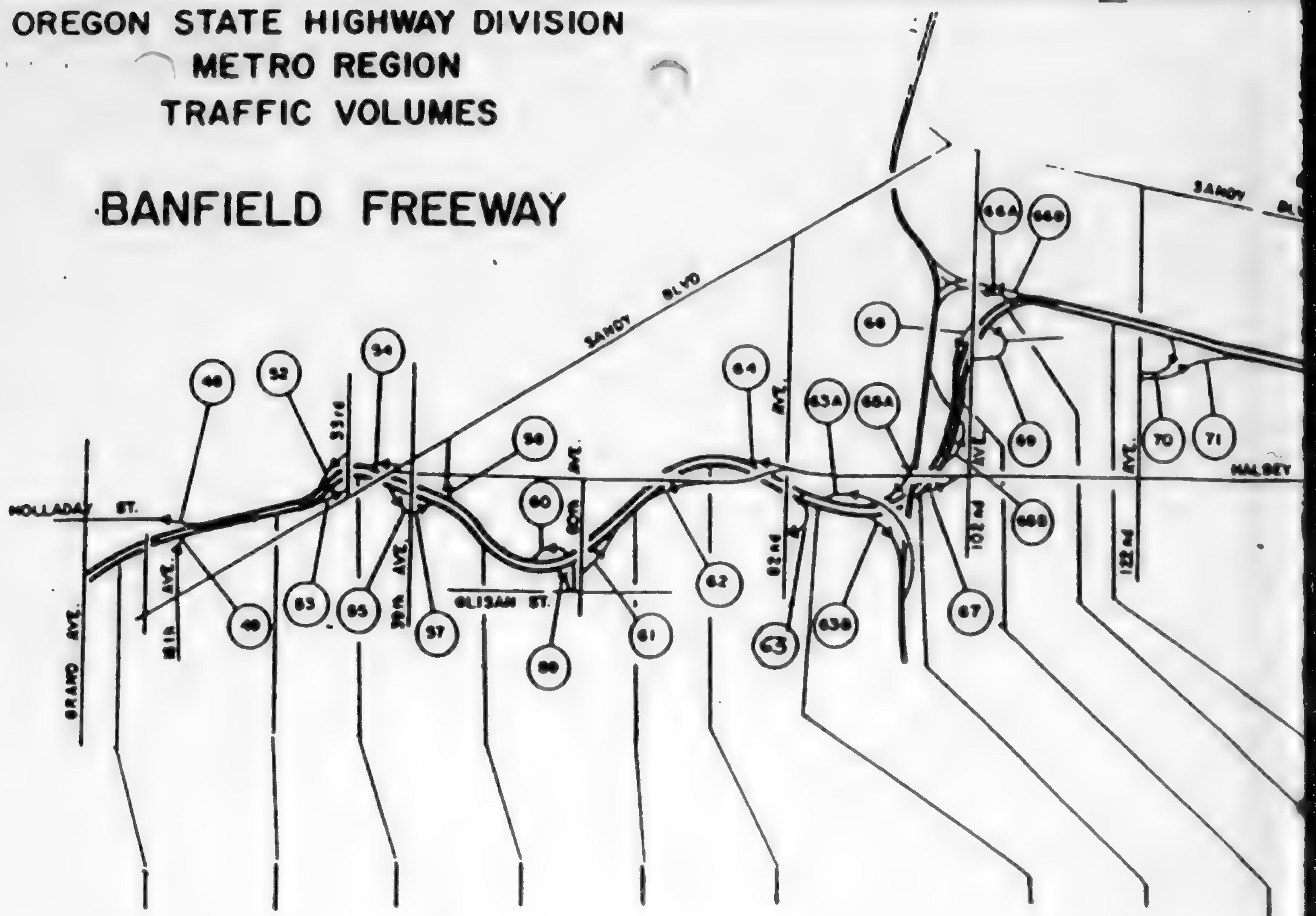
No oiling today. The supplier had a problem at his plant and could not supply the contractor with oil.

8-17-85

The oil sealing was completed today. No problems encountered.

OREGON STATE HIGHWAY DIVISION
METRO REGION
TRAFFIC VOLUMES

BANFIELD FREEWAY


SANDY BLVD
SANDY BLVD
HOLLADAY ST.
GLISAN ST.
HALSEY
GRAND AVE.
21st AVE.
33rd
39th AVE.
60th AVE.
82nd AVE.
102nd AVE.
122nd AVE.
48
52
54
56
60
64
63A
65A
66
66A
66B
68
69
70
71
49
53
55
57
58
61
62
63
63B
67
68B

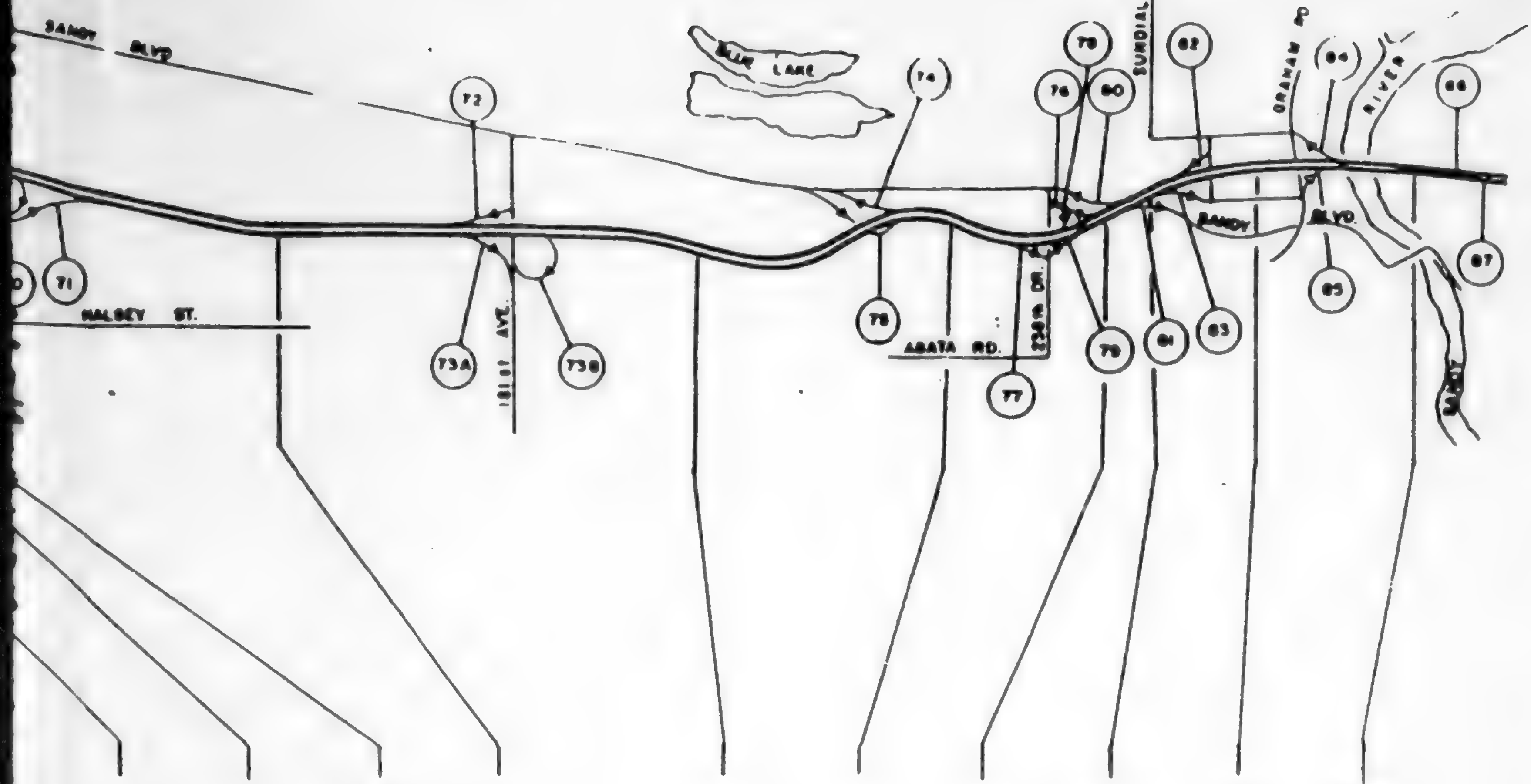
	←	48,000	*56,100	*49,600	*43,700	*34,100	*34,100	*14,900	*14,900	14,900
MAY 1983	→	47,700	*52,700	*45,400	*42,000	*38,100	*34,200	*30,300	*30,300	14,400
	←	**32,700	**37,500	**37,500	**31,100	**31,100	**31,100	16,300	16,300	16,300
MAY 1984	→	**36,400	**41,200	**33,600	**37,100	**34,400	**30,500	29,900	29,900	16,70
	←	48,500	56,500	52,000	50,800	43,900	43,900	35,800	17,200	17,200
Oct 1985	→	52,000	57,400	54,800	51,000	49,700	46,300	43,400	26,500	17,50

INBOUND

	86	84	82	80	78	76	74	72	66B	68	65A	63A	64	60	58	54	52	48	49
MAY 1983	7500	1400	2900	1300	600	7000	1300	7500	10800	*5700	0	0	*17200	*9600	*3800	*9600	*4500	*6100	*5000
MAY 1984	7500	1300	3300	1500	550	7600	1350	9900	12600	5300	0	0	**14800	**0	**3200	**9600	**0	**1800	**4800
OCT 1985	7500	2400	3900	1500	700	9100	1300	13000	15500	5500	6800	11000	8100	6900	5800	7000	4500	8000	5400

* THIS AREA UNDER CONSTRUCTION. THESE VOLUMES BASED ON 1982 RAMP COUNTS

** " " " " " " " " Sept. 1983 Fwy. Counts


SANDY BLVD
BLUE LAKE
HALSEY ST.
181ST AVE.
ABATA RD.
238th DR.
SUNDIAL RD
GRAHAM RD
SANDY BLVD.
RIVER
SANDY
71
72
73A
73B
74
75
76
77
78
79
80
81
82
83
84
85
86
87

00	14,900	9,300	20,100	20,100	12,800	14,100	7,700	9000	6,100	7,500
00	15,400	13,000	24,100	21,000	11,600	13,500	8,500	7,000	4,900	7,600
00	16,300	11,000	23,600	23,600	13,700	15,050	8,000	9,500	6,200	7,500
00	16,700	15,800	26,900	23,900	13,700	15,400	9,300	7,900	5,600	7,600
00	17,200	11,700	[redacted]	[redacted]	14,200	15,500	[redacted]	[redacted]	[redacted]	7,500
00	17,500	16,000	[redacted]	[redacted]	15,000	16,400	[redacted]	[redacted]	[redacted]	7,600

OUTBOUND

49	53	55	57	59	61	62	63	63B	67	65B	69	66A	70	71	73A	73B	75	77	79	81	83	85
5000	7300	6900	3500	3500	1400	3900	3900	0	11300	3400	2400	11200	4500	1300	8700	700	1900	7400	2400	1500	2100	2700
4800	2400	0	3500	4300	1600	3900	600	0	9200	4000	1000	11,150	4400	1400	9600	600	1700	8000	1900	1400	2300	2000
5400	6600	4800	5400	4100	2800	3400	2900	10,100	9000	6800	1500	15,100	4900	1300	10,300	1500	1400	8500	2500	1800	3400	2400

BANFIELD FREEWAY

January 30, 1986

CON 5
#10,016

Industrial Indemnity Company
421 S. W. 6th Avenue
Portland, OR 97204

Contract No. 10,016 awarded to Fabricators, Inc. for the Clatsop and Washington Counties Oiling Project was completed on October 14, 1985 and accepted by the State Highway Division on December 31, 1985.

Final payment in the amount of $5,000.00 will be released to the contractor after February 5, 1986. The total contract amount is $277,448.36 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Fabricators, Inc.
2705 Lancaster Drive NE
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

10,016

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 31, 1985

FROM: Werner E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT:

Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10016, On Site Work Substantially Completed 8-30-85

All Work Completed 10-14-85

Project Clatsop & Washington Co. Oiling Project

Highway Fishhawk Falls & Sunset

County Clatsop & Washington

Type of Work Pavement Sealing

Contractor Fabricators, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-30-86 - Surety letter written.

noted
RGormsen

to Jan
report

RECEIVED
JAN 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10-OK

FORM 81-734-3201

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Fishhawk Falls: MP 0.00-MP 9.00 S S Hwy: MP 37.38-46.30	WEEK ENDING Thursday, October 24, 1985	SECTION ~~XXXX~~ EA C10016
HIGHWAY Fishhawk Falls & Sunset Highways	COUNTY Clatsop & Washington	
NAME OF JOB Clatsop &-Washington Co. Oiling Proj.	KIND OF WORK Pavement Sealing	
CONTRACTOR Fabricator's Incorporated	CONTRACT NUMBER 10016	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT April 24, 1985	DATE WORK STARTED June 18, 1985	ESTIMATED COMPLETION DATE Aug. 31, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS fixed date	WORK DAYS USED N/A CALENDAR DAYS USED N/A
PROJECT AUTHORIZATION: $ 311,693.70	SPECIFIED COMPLETION DATE August 31, 1985	PERCENT OF TIME ELAPSED N/A
EXCLUSIVE OF ENGINEERING: $ 286,977.90	ENGINEERING AUTHORIZATION $ 24,715.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 286,977.90	ENGINEERING COST TO DATE $ 24,300.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 98 %	DATE PROJECT WAS COMPLETED: October 14, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

~~CLEARING~~	~~DRAINAGE~~	~~GRADING~~	~~BASE~~	OIL AND/OR PAVE.	MAT'L. PROD.		
				100%	100%		

	~~GRADING~~	~~SURFACING~~	~~MAINTENANCE~~	OIL & BITUMINOUS MACADAM	
MILES IN PROJECT				18 Mi.	
MILES PARTIALLY COMPLETED				0	
MILES COMPLETED				18	
TOTAL ESTIMATED QUANTITIES (CONTRACT)				3180	
TOTAL QUANTITIES CORRECTED TO DATE				3297	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				3297	
AVERAGE DAILY QUANTITIES				460	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY				1	
HOURS PER SHIFT				12	

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT		NO STRUCTURES ON THIS PROJECT						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 10/20	Showers			
MONDAY 10/21	Showers			
TUESDAY 10/22	Showers			
WEDNESDAY 10/23	Rain			
THURSDAY 10/24	Rain			
FRIDAY 10/18	Fair			
SATURDAY 10/19	Rain			

,,0730

CLATSOP & WASHINGTON CO. OILING PROJECT

20-Oct SUNDAY	No Activity
21-Oct MONDAY	No Activity
22-Oct TUESDAY	No Activity
23-Oct WEDNESDAY	No Activity
24-Oct THURSDAY	No Activity
18-Oct FRIDAY	No Activity
19-Oct SATURDAY	No Activity

REMARKS

Semi-final will go in next week.

Harold E Broderick

HAROLD E. BRODERICK, PROJECT MANAGER

PORTLAND

1985 Westport Ferry Slip Sec, 10,017
County Rd. No. 42 N. of Westport
(grid decking)

CwA 8203 8-13-84

15,017

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 1-6-87

COUNTY: Clatsop AGREEMENT NO: 8203 PROJECT NO: RS-A737(3 & 4)

CONTRACT NO: 10017 SECTION: Westport Ferry Slip

PRELIMINARY ENGINEERING PREFIX C504-1965	PARTICIPATING	NON PARTICIPATING
Final Design	$ 385.31	
Location	5.02	
Program Section	66.67	
Free Bridge Design	223.12	
Free Specifications	1,618.15	
Administrative Services	19.03	
Environmental	40.33	
Surfacing Design	97.43	
Total P.E. Cost	$ 2,455.06	$ -0-
Less Free Br. Design & Specs.	(1,841.27)	-0-
Total P.E. Cost Chargeable to County	$ 613.79	$ -0-

CONSTRUCTION PREFIX C504-1047 & C10017:		
Payment to Contractor	$ 21,922.62	
Interest on Final Payment		5.82
Liquidated Damages	(40.00)	
Field Engineering	2,248.59	50.00
Program Section	38.35	
Materials Lab	286.65	
Technical Services	124.78	
Accounting Section	367.09	
Total Construction Cost	$ 24,948.08	$ 55.82

SUMMARY:

Total Participating P.E. Cost	$ 613.79
Total Participating Construction Cost	24,948.08
Total Participating Cost	$ 25,561.87

FEDERAL FUNDS:

P.E. (88.15%)	$ 541.05	
CONST (88.15%)	21,991.73	(22,532.78)
SUBTOTAL		$ 3,029.09
Less State's Share 1/2 Balance		(1,514.54)
Plus Non Participating County Cost		55.82
Less 1/2 Non Participating Field Engineering Cost		(25.00)
Less County's Advance Deposit		(1,600.00)
REFUND DUE THE COUNTY		$ (54.63)

MKS:bkb

10,917

ORIGINAL 9-11-86

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** RS-A 737(4)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 3/27/85 To: 3/18/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
25,003.90	24,948.08	.8815	21,991.73	21,991.73	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ *Authorized Officer* 9/11/86 *Date*

Controller

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	WESTPORT FERRY SLIP SECTION COUNTY ROAD CLATSOP COUNTY					
	Construction Type Code Y007 Grid Decking					
	Final Contract Payment Summary	Lump Sum			$ 21,922.62	
	Construction Engineering					
	Liquidated Damages	Lump Sum			$ (40.00)	
	State	All Required			3,065.46	
	TOTAL PARTICIPATING CONSTRUCTION ENGINEERING				**$ 3,025.46**	
	TOTAL PARTICIPATING PROJECT COST				**$ 24,948.08**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 5.82	
	Construction Engineering	All Required			50.00	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 55.82**	
	TOTAL PROJECT COST				**$ 25,003.90**	
	Prepared based on Participating cost as shown on the Federal Billing as of 10/02/86.					
	AMOUNT CARRIED FORWARD					

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 419

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
WESTPORT FERRY SLIP	CONT NO 0017 FA PROJ NOS RS A737004 100								STATE	
	~~504~~	~~1047~~	~~296~~	~~00~~	~~N 9~~	~~110.77CR~~	~~110.77CR~~	~~110.77CR~~	85	85
	~~504~~	~~1047~~	~~298~~	~~00~~	~~N 9~~	~~110.77~~	~~110.77~~	~~110.77~~ 224.4	85	85
	504	1047	900	00	P 1	3.70	3.70	3.70	85	85
	504	1047	920	00	P 1	.17CR	38.35	38.35	85	85
	504	1047	921	00	P 1	2.80	2.80	2.80	85	85
	504	1047	944	00	P 1	34.84	121.98	121.98	85	85
	504	1047	948	00	P 1	367.09	367.09	367.09	85	85
			TOT		P1	408.26	533.92	533.92		
			** JOB TOTALS **			408.26 **	533.92 **	533.92 **		
CLATSKANIE R(CLATSKANIE)B	CONT NO 9507 * FA PROJ NOS BHS A752002 100								STATE	
	505	1004	201	00	P 1			140,238.05	82	83
	505	1004	206	00	N 1			14.17	83	83
	505	1004	295	00	N 9		2,165.13	39,968.27	82	84
	505	1004	296	00	N 9		2,165.13CR	169,255.98CR	82	84
	505	1004	298	00	N 9			129,287.71	82	83
	505	1004	900	00	P 1			206.00	82	83
	505	1004	900	00	N 1			72.84	83	83
	505	1004	904	00	P 1			16,940.67	82	83
	505	1004	904	00	N 1			7,559.33	83	83
	505	1004	915	00	P 1			335.88	83	83
	505	1004	920	00	P 1			133.23	82	83
	505	1004	940	00	P 1			568.95	82	84
	505	1004	941	00	P 1			506.14	82	83
	505	1004	942	00	P 1			1,197.47	82	83
	505	1004	944	00	P 1			169.59	82	83
	505	1004	945	00	P 1			259.67	82	83
	505	1004	948	00	P 1			1,053.99	82	83
			TOT		P1			161,609.64		
			TOT		N1			7,646.34		
			** JOB TOTALS **			**	**	169,255.98 **		
BNF .G-OLD PORT RD	CONT NO FA PROJ NOS RRP A747001 100								STATE	
	505	1006	205	01	P 1		1,694.26CR	1,694.26CR	85	85
	505	1006	270	01	P 1		33,885.19	33,885.19	85	85
	505	1006	270	02	P 1			3,504.00	84	84
	505	1006	296	00	N 9		28,971.76CR	32,216.43CR	83	85
	505	1006	298	00	N 9		28,971.76	32,216.43	83	85
	505	1006	900	03	P 1			72.68	84	84
	505	1006	920	00	P 1			19.05	83	84
	505	1006	948	00	P 1			9.37	84	84
			TOT		P1		32,190.93	35,796.03		
			** JOB TOTALS **			**	32,190.93 **	35,796.03 **		
CHAPMAN SLIDE SCAPPOOSE-VERNO	CONT NO 9728 FA PROJ NOS RS A744001 100								STATE	
	505	1007	201	00	P 1		136,730.69	159,037.69	83	84

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 10/29/86 22:19

FEDERAL APPROPRIATION: 075

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: RS -A737-003									
F02882									
AGREEMENT TOTALS	2,455.06	2,164.14	2,455.06	88.15	2,164.14	2,164.14	.00		.00
FED PROJ TOTALS	2,455.06	2,164.14	2,455.06		2,164.14	2,164.14	.00		.00
FEDERAL PROJECT: RS -A737-004									
F02880									
C10017 -000	2,531.54	1,906.16	3,625.67						
C10017 -001	55.82	.00	.00						
C10017 -011	22,416.54	20,085.57	21,322.41						
AGREEMENT TOTALS	25,003.90	21,991.73	24,948.08	88.15	21,991.73	21,991.73	.00		.00
FED PROJ TOTALS	25,003.90	21,991.73	24,948.08		21,991.73	21,991.73	.00		.00
FEDERAL PROJECT: RS -A741-001									
F02895									
C5051915-000	2,695.62	1,272.72	2,695.62						
C5051915-011	27,351.42	25,213.75	27,351.42						
AGREEMENT TOTALS	30,047.04	26,486.47	30,047.04	88.15	30,676.00	26,486.47	.00		.00
F04223									
C5052513-000	2,021.52	1,887.81	2,021.52						
C5052513-001	14.11	.00	.00						
C5052513-011	127.65	6.68	127.65						
AGREEMENT TOTALS	2,163.28	1,894.49	2,149.17	88.15	7,713.00	1,894.49	.00		.0
FED PROJ TOTALS	32,210.32	28,380.96	32,196.21		38,389.00	28,380.96	.00		.00
FEDERAL PROJECT: RS -A741-002									
F04027									
C5041974-000	2,917.80	2,554.31	2,917.80						
AGREEMENT TOTALS	2,917.80	2,554.31	2,917.80	88.15	49,143.00	2,572.04	.00		17.73
FED PROJ TOTALS	2,917.80	2,554.31	2,917.80		49,143.00	2,572.04	.00		17.73
FEDERAL PROJECT: RS -A741-003									
F04321									

10,017 jc cc: OSHD (Rulien) 10017 **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Clatsop	DIVISION Oregon
DATE OF REPORT March 12, 1986	REPORT MADE BY 3-12-86 C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-A737(4)
COMPLETION DATE (Actual) July 31, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY December 4, 1985	TIME ELAPSED 102 %	CONTRACT TIME 60 CD

LOCATION **Westport Ferry Slip Section of Westport Dock Road approximately 1/4 mile north of Westport**

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:
   - A. Replacing the steel grid decking on the apron of the ferry slip.
   - B. Replacing two W12x45 steel beams on the apron.
   - C. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: Olson Mechanical & Heavy Rigging, Inc.
3. Contract Amount: $21,882.62
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 19 '86
REFER TO
Fredrickson

Info	Inve	R/D	D/R	Sign	Act	File

CM 3/21

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Original Signed By WILLIAM H. KAPPUS Area Engineer		SIGNATURE Original signed by C T CHRISTIANSON	
TITLE Area Engineer	DATE MAR [illegible]	TITLE Field Operations Engineer	DATE MAR [illegible]

FORM FHWA 1446B
(Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

December 19, 1985

CON 5
#10,017

Industrial Indemnity Company of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

Contract No. 10,017 awarded to Olson's Mechanical & Heavy Rigging, Inc. for grid decking on the Westport Ferry Slip Section of FAS A737 in Clatsop County was completed on September 25, 1985, and accepted by the State Highway Division on December 4, 1985.

Final payment in the amount of $200.00 will be released to the contractor after December 24, 1985. The total contract amount is $21,882.62, and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

mab

cc: Olson's Mechanical & Heavy Rigging, Inc.
12170 SE 162nd Avenue
Clackamas, OR 97015

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog, Attn: Frank Griffin
Bill Anhorn

10,017

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 4, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

William E. Schwartz

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10017, On Site Work Substantially Completed 7-31-85

All Work Completed 9-25-85

Project Westport Ferry Slip

Highway FAS A737(County Rd.)

County Clatsop

Type of Work Grid Decking

Contractor Olson's Mechanical & Heavy Rigging, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

noted
RWGormsen

12-19-85 Surety letter written. mab

To Jan [illegible]

RECEIVED
DEC 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,017

N

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: WESTPORT FERRY SLIP

WEEK ENDING: Sept 28, 1985

SECTION PREFIX: "C"10017/000

HIGHWAY: FAS A737(COUNTY ROAD)

COUNTY: CLATSOP

NAME OF JOB: WESTPORT FERRY SLIP

KIND OF WORK: GRID DECKING

CONTRACTOR: OLSON'S MECHANICAL & HEAVY RIGGING,INC.

CONTRACT NUMBER: 10,017

FEDERAL AID PROJECT NUMBER: RS-A737(4)

DATE OF CONTRACT: MAY 16, 1985

DATE WORK STARTED:

ESTIMATED COMPLETION DATE: JULY 16, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS -------------

WORK DAYS USED -----------------

SPECIFIED CALENDAR DAYS 60

CALENDAR DAYS USED 61

SPECIFIED COMPLETION DATE

PERCENT OF TIME ELAPSED 102

PROJECT AUTHORIZATION: $ 25,156.22

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 95

EXCLUSIVE OF ENGINEERING: $ 22,959.17

ENGINEERING AUTHORIZATION $ 2,197.05

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 22,959.17

ENGINEERING COST TO DATE $ 1,477.02

DATE PROJECT WAS COMPLETED: 7/31/85

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION 67 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	16545A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 22				
MONDAY 23				
TUESDAY 24				
WEDNESDAY 25				
THURSDAY 26				
FRIDAY 27				
SATURDAY 28				

CONTRACT # 10,017 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK**

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

SUMMARY OF THIS WEEK'S ACTIVITIES:

No Activity

ANTICIPATED WORK ACTIVITIES FOR NEXT WEEK:

Project has been completed. Third notification was sent to the contractor on 9/25/85. This is the last weekly report ~~no~~ on this project.

SUMMARY OF UNDERRUNS OR OVERRUNS:

No overruns or underruns.

SIGNED ______ LOCATION ASTORIA

HOBERT O. HICKS, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

12-617

ORIGINAL

5-6-85

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BUILDING, SALEM, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** RS-A-737(3)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 8/31/84 To: 3/26/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$2,455.06	613.79 $2,455.06	.8815	541.06 $2,164.14	$2,164.14	$ 0.00

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 8/6/85 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	WESTPORT FERRY SLIP **CLATSOP COUNTY ROAD**					
	Preliminary Engineering Type Code P.E. State	All Required			$2,455.06	
	Total Participating Project Cost				2,455.06	
	Prepared based on the Participating Cost as shown on the Federal Billing as of 6/20/85.					
	AMOUNT CARRIED FORWARD					

DESCRIPTION	PREFIX		FUNCTION	SUB	F.	GR		CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	504	1948	297	00	N	9			274.84	274.84	
	504	1948	298	00	N	9				22,825.61	
	504	1948	901	00	P	1				4,724.97	
	504	1948	901	00	N	1				50.00	
	504	1948	901	02	P	1				70.91	
	504	1948	905	00	P	1				1,047.16	
	504	1948	906	00	P	1			15,492.20CR		
	504	1948	909	00	P	1				526.71	
	504	1948	914	00	P	1				9.00	
	504	1948	918	00	P	1				4.50	
	504	1948	920	00	P	1				137.27	
	504	1948	921	00	P	1			1,854.94CR		
	504	1948	922	00	P	1				22.21	
	504	1948	923	00	P	1				59.77	
	504	1948	926	00	P	1				1,741.72	
	504	1948	927	00	P	1			15,492.20	15,686.09	
	504	1948	927	00	N	1			29.00	29.00	
	504	1948	929	00	P	1			1,854.94	1,854.94	
	504	1948	960	00	N	1			29.00CR		
			TOT	P1						25,885.25	
			TOT	N1						79.00	
			** JOB TOTALS **					**	**	25,964.25 **	
WESTPORT FERRY SLIP	CONT NO		* FA PROJ NOS RS A737003 100								STATE
	~~504~~	~~1965~~	~~296~~	~~00~~	~~N~~	~~9~~		~~226.06CR~~	~~2,488.17CR~~	~~2,488.17CR~~	
	~~504~~	~~1965~~	~~298~~	~~00~~	~~N~~	~~9~~		~~226.06~~	~~2,488.17~~	~~2,488.17~~	
	504	1965	905	00	P	1	FINAL DESIGN		385.31	385.31	
	504	1965	906	00	P	1	BRIDGE DESIGN		223.12	223.12	FREE FREE 927
	504	1965	918	00	P	1	Location		5.02	5.02	
	504	1965	920	00	P	1	PROGRAM Section		66.67	66.67	
	504	1965	921	00	P	1	Specification	367.60CR	1,618.15	1,618.15	FREE 929
	504	1965	922	00	P	1	Administrative SERVICE		19.03	19.03	
	504	1965	923	00	P	1	Environmental		40.33	40.33	
	504	1965	933	00	P	1	SURFACE DESIGN ENG.		97.43	97.43	
			TOT	P1				367.60CR	2,455.06	2,455.06	
			** JOB TOTALS **					367.60CR**	2,455.06 **	2,455.06 **	
										1,841.27 613.79	FREE
GNAT CREEK BRIDGE	CONT NO		FA PROJ NOS BRS A736002 100								STATE
	504	1966	296	00	N	9		1,600.00CR	4,251.25CR	4,251.25CR	
	504	1966	298	00	N	9		1,600.00	4,251.25	4,251.25	
	504	1966	901	00	P	1		7.77	16.81	16.81	
	504	1966	904	00	P	1		800.00	6,100.00	6,100.00	
	504	1966	918	00	P	1			5.02	5.02	
	504	1966	926	00	P	1		2,588.84	2,588.84	2,588.84	
			TOT	P1				3,396.61	8,710.67	8,710.67	
			** JOB TOTALS **					3,396.61 **	8,710.67 **	8,710.67 **	

PREFIX	GRP FL	FED AID PROJ APPR	AGREEMENT AMOUNT	TOTAL COSTS TO DATE	PARTIC. AMOUNT	% OF PARTIC	FEDERAL SHARE	AMOUNT PREV. CLAIMED	ADJUSTMENT AND CODE	AMOUNT OF THIS VOUCHER
437-1912	1	FNHI-0085-001 APPR-X75	40,000.00	36,726.46	36,726.46	100.00	36,726.46	36,726.46		
	9			36,726.46-						
437-1912		PREFIX TOTALS	40,000.00		36,726.46		36,726.46	36,726.46		
501-1962	1	RRP -B511-001 APPR-139	1,800.00	1,307.18	1,307.18	90.00	1,176.46	1,176.46		
501-1971	1#	RS -B516-001 APPR-075	2,456.64	2,786.89	2,786.89	88.15	2,456.64	2,456.64		
501-1973	1	BRS -0177-001 APPR-000								
2-1952	1#	RS -A516-001 APPR-075	10,799.12	12,261.09	12,246.68	88.18	10,799.12	10,799.12		
502-1963	1#	PMS -0G0S-101 APPR-140	1,602.12	1,602.12	1,602.12	100.00	1,602.12	1,602.12		
502-1970	1	RRS -A512-001 APPR-138	1,800.00	806.85	866.45	90.00	779.81	244.12		535.69
502-1976	1	RS -A508-002 APPR-075	12,781.00	1,324.45	1,324.45	88.15	1,167.50	525.59		641.91
502-1979	1	RS -A512-002 APPR-075	49,479.00	996.75	996.75	88.15	878.64	160.03		718.61
503-1901	1#	BRS -A644-001 APPR-118	27,758.18	34,709.23	34,697.73	80.00	27,758.18	27,758.18		
503-1902	1	RRS -A595-001 APPR-138	6,030.00	1,048.67	1,048.67	90.00	943.80	943.80		
503-1904	1#	RS -A619-001 APPR-075	19,940.22	22,145.29	22,613.09	88.18	19,940.22	19,940.22		
503-1906	1	BRS -A616-003 APPR-118	51,040.00	70,308.37	70,116.12	80.00	56,092.90	51,040.00	5,052.90 B	
503-1907	1	RRS -A605-001 APPR-138	1,800.00	699.08	699.08	90.00	629.17	629.49		.32-
503-1908	1	RS -A642-001 APPR-075	45,830.00	42,426.46	42,313.41	88.15	37,299.27	34,321.26		2,978.01
503-1909	1	RRS -A612-001 APPR-138	1,800.00	719.64	719.64	90.00	647.68	2.53		645.15
503-1910	1	RRS -9518-001 APPR-138	1,800.00	2.81	2.81	90.00	2.53	2.53		
503-1911	1	RRP -A610-001 APPR-139	1,800.00	.90	.90	90.00	.81	.81		
504-1948	1#	RS -A737-001 APPR-075	22,825.61	25,964.25	25,885.25	88.18	22,825.61	22,825.61		
504-1965	1	RS -A737-003 APPR-075	12,252.00	2,455.06	2,455.06	88.15	2,164.14	2,164.14		
504-1966	1	BRS -A736-002 APPR-118	26,520.00	8,710.67	8,710.67	80.00	6,968.54	4,300.85		2,667.69
505-1901	1#	BRS -A752-001 APPR-118	16,427.45	20,534.31	20,534.31	80.00	16,427.45	16,427.45		
505-1906	1	RS -A744-001 APPR-075	33,496.00	35,162.29	35,162.29	88.15	30,995.56	30,995.56		
505-1907	1#	BHS -A745-001 APPR-114	15,568.46	19,456.28	19,456.28	80.00	15,565.02	15,568.46	3.44-D	

10,017

TO BE COMPLETED BY FHWA

5-152

U.S. Department of Transportation
Federal Highway Administration

FEDERAL-AID PROJECT AGREEMENT

STATE: Oregon
COUNTY: Clatsop
PROJECT NO.: RS-A737(4)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. "Westport Ferry Slip Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	3-27-85	0.0
OTHER *(Specify)*		

FUNDS: PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 25,156.00	$ 22,175.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Gary A. Potter
Manager, Program Section
(Title)
XXX For: H.S. Coulter, P.E.
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator: MAY 28 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Oregon State Highway Division
Salem, Oregon May 23, 1985

Federal-Aid Project No. RS-A737(4)

Westport Ferry Slip Section
County Road
Clatsop County

PROJECT AGREEMENT ESTIMATE

Type Code Y007
Grid Decking

Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	$	288.00
Temporary Signs	Sq. Ft.	102	4.75		484.50
Temporary Barricades	Each	2	15.00		30.00
Bridge Removal Work	Lump Sum	All	Lump Sum		2,064.00
Structural Steel	Lump Sum	All	Lump Sum		11,428.00
Steel Grid Decking	Sq. Ft.	200	38.38		7,676.00
			Subtotal	$	21,970.50
			Engineering		3,185.50
			Total	$	25,156.00

Federal Funds (88.15%)	$	22,175.00
State Funds		1,490.50
County Funds		1,490.50
Total	$	25,156.00

Group 1 100%
Contract No. 10,017
Prefix: 504-1965
Prefix: 504-1047
Appn Code 075
CPL:bkb

10,717

TREVILLIANS Secretary
CALLED FOR ON MAY 10, 1985
SAID it would BE MAILED
MAY 15, 1985
MKS

April 22, 1985

PRO

Dale R. Trevillian
Clatsop County Roadmaster
P.O. Box 179
Astoria, OR 97103

Dear Mr. Trevillian:

SUBJECT: Westport Ferry Slip
Project No. RS-A737(4)
Clatsop County

On April 18, 1985 the State Highway Division received a satisfactory bid from Olson's Mechanical and Heavy Rigging Inc., 12170 S.E. 182nd Avenue, Clackamas, OR 97015 on the subject project.

This is a Federal-Aid Secondary project and as per our Agreement No. 8203, the County is requested to deposit their share of the construction cost as computed below:

Contractor's Bid	$21,970.50
Contingencies (4 1/2%)	988.67
Engineering (9%)	2,197.05
TOTAL CONSTRUCTION COST	$25,156.22
Estimated Preliminary Engineering Cost	$ 1,500.00
Less Federal Funds (88.15%)	(23,497.46)
Less 1/2 Balance State Share	(1,579.38)
County's Remaining Balance	$ 1,579.38
COUNTY'S SHARE & ADVANCE DEPOSIT	$ 1,600.00

We will award the contract when we receive your advance deposit in the amount of $1,600, which should arrive no later than May 10, 1985. You may use one of the three options for payment described in the attachments.

Very truly yours,

ORIGINAL SIGNED
GARY A. POTTER

CK RECEIVED 5-16-85 MKS

Gary A. Potter, Manager
Program Section

bcc w/AD #85-33: Rick Sjolander, Region 2
Vern Skoog-Please return completed AD #85-06 when advance deposit is received.

MKS:pf
Attachments

nig

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-A737(4)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Clatsop

3. FROM
Dale E. Wilken
Division Administrator, FHWA OR Div
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40275

6. TO
Mr. H. S. Coulter
State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

RECEIVED
~~STATE HWY~~ ENGR
APR 5 '85
REFER TO Potter
FOR

Orig to
4/8

7. DATE AUTHORIZATION EFFECTIVE 3-27-85

8. FEDERAL ROUTE NUMBER Satisfactory

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
WESTPORT FERRY SLIP SECTION

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter dated March 25, 1985 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $21,000; Federal Funds $18,511 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated March 20, 1985 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve "no passing zone" striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/5/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

[illegible]

Section Westport Ferry Slip
Programming Estimate $
Highway FAS A737 (Co. Rd. No. 42)
Project Length –
County CLATSOP
Completion Time 60 CD
Kind of Work Grid Decking
Est. Comp. Date July 11, '85
Prefix 504 - 1965
Letting Date April 18, '85
Project No. RS - A737(4)

Revised 9:17 AM
3-20-85 c.h.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 18,202^{00}

Anticipated Additional Items:
Royalty Payment. . . . .
Permit Fees . . . .
Slide Correction . . . .
Railroad Protective Costs . . . .
Other Railroad Costs . . . .
Permanent Signing . . . .
Permanent Pavement Striping. . . . .
Temporary Pavement Striping. . . . .
Remove Pavement Striping (Exist. & Temp.) . . .
Temporary Erosion Control . . . .
State Furnished ______ . . . . .
Roadside Seeding & Mulching . . . .
Asphalt Cement Adjustment . . . .
On the Job Trainees ($0.80 x ____ hrs.) . . . .
State Responsibility for Damages . . . .
Signal Controller Testing . . . .
"OPTICOM" Testing . . . .
Bikeway Signs . . . .
Bikeway Striping & Legend . . . .

$

Adjust Utilities:

Subtotal $ 18,202^{00}

Contingencies (4-1/2%) . . . . 819^{09}

Engineering (~~8~~, ~~9~~, [✓ 10%]) . . . . 1,820^{20}

~~Subtotal~~ $

Credit for ______ . . . .

Estimated Net Authorization, Construction . . . . $ 20,841^{29}

APPROVED

Road Design Engineer

Rev. 11/81

SUMMARY–BID SCHEDULE–COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Westport Ferry Slip		COUNTY CLATSOP		SHEET 1 OF 1
KIND OF WORK Grid Decking	KEY NUMBER	LENGTH –	DATE 2/22	NAME Bricher

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Temporary Protection and Direction of Traffic		All	All	-	250-
2	Temporary Signs		Sq. Ft.	102	6-	612-
3	Temporary Barricades		Each	2	70-	140-
	STRUCTURE					
4	Bridge Removal Work		All	All	-	800-
5	Structural Steel		All	All	-	8,400-
6	Steel Grid Decking		Sq. Ft.	200	40-	8,000-

734-1736 (REV. 2-84)

10,017

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 1, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40275
Project No. RS-A737(4)
Westport Ferry Slip Section
County Road
Clatsop County

Attached data consists of PR-1 forms with project map.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 18, 1985.

DRH:me
Attachments
cc: W.G. Anhorn (Region 2)
General Files
✓ Mike Schultz w/att.

Budget Bureau No. 4

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.		
DATE SUBMITTED TO W.O.		3-1-85

CARD	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME
2		Co. Rd., 0.35 mi. N.W. of Westport		50 DHV 360	- - -	- -	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBE
3	Ferry Slip								RS-	A737

CARD					
	CLASS OF FEDERAL FUNDS Rural Secondary	COUNTY NAME Clatsop			
	NAME OF URBAN AREA - - -	ROUTE NO. S	FEDERAL-AID A737	STATE Co. Rd.	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUND
1	(14-15)	(16)	41	42	43 46	50		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) Y007	(12)	"Westport Ferry Slip Section"	0.00	35,000	30,850	2,075	2,075

CARD	CODE	PREPARED BY	PROJECT TOTALS					
1	1	DRH:me		0.00	35,000	30,850	2,075	2,075
1	14	PROGRAM APPROVAL DATES 10-1-84					REMARKS Additional Data: Item No Project	

Key No. 02539

-OVER

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

3-1-85

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

PROJECT LOCATION *(45 typewriter spaces)*	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., 0.35 mi. N.W. of Westport		50 DHV 360	- - -	- -	10	Oregon	41	075	40275

POSED WORK *(35 typewriter*	NATL. FOREST	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. / DESIG.
p								RS-	A737	(4)	

FUNDS: Rural Secondary

ZA: - - -

COUNTY NAME: Clatsop — CODE: 007

ROUTE NO.: S — FEDERAL-AID: A737 — STATE: Co. Rd. — U.S.: --

PROGRAM STAGE: ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
PE								
ROW								
CONST (CODE) Y007	(12)	"Westport Ferry Slip Section"	0.00	35,000	30,850	2,075	2,075	
ED BY: DRH:me		PROJECT TOTALS	0.00	35,000	30,850	2,075	2,075	

APPROVAL DATES: 10-1-84

REMARKS

Additional Data: Item No. 40275
Project No. RS-A737(3)

-OVER-

Westport Ferry Slip Section

Remarks continued:

Project Data: Work under this project consists of 1) modifying apron of Ferry Slip to provide safer on and off traffic flow; 2) utility adjustments as required; and 3) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement complying with Section 116, Title 23 USC and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 8-7-84.

Note: 1) This project is in Congressional District No. 1.
2) Approved by State Highway Engineer 7-5-84.

10,017

OREGON STATE HIGHWAY DIVISION - BRIDGE SECTION
ESTIMATE SHEET

Bridge Name Westport Ferry Slip County Clatsop Bridge No. 16545 A
Section and Station Westport Ferry Slip Section Highway County Rd. No. 42
Estimate Made By R. Evonuk Date 11-2-84 Checked By TEA Date 1-21-85
escription 200 Square Foot Steel Grid Deck Replacement on Ramp Apron

Estimate From ~~No Plans~~ ~~Sketch~~ Completed Plans Drawing No. 39853
(Strike out the ones which do not apply)
Calculation Book No. 1830 Loading

ITEMS	UNIT	QUANTITIES			COST	
		Substrct.	Superstrct.	Total	Rate	Amount
Mobilization	All			All	10%	$974
Shoring, Cribbing, etc.	All					
Structural Excavation	Cu.Yd.					
Excavation Below Elev. Shown	Cu.Yd.					
Piling (No.)	Lin.Ft.					
Piling (No.)	Lin.Ft.					
Furnish Pile Driving Equipment	All					
Drive Piling						
Drive Piling						
Structural Concrete Class	Cu.Yd.					
Metal Reinforcement	Lbs.					
Steel Grid Decking	Sq.Ft.			203	$32	$6,496
Structural Steel (A588)	Lbs.			2100	$1.30	2,730
Prestressing Steel	Lbs.					
Prestr. Conc. ( )	Each					
Rail #	Lin.Ft.					
Slope Paving (incl.preparation)	Sq.Yd.					
Slope Paving Curb	Sq.Yd.					
Drain Pipe	Lin.Ft.					
Berm Paving	Sq.Yd.					
R.C. End Panels	Sq.Yd.					
Expansion Jts.	Lin.Ft.					
Electric Conduit	Lin.Ft.					
Membrane Waterproofing	Sq.Yd.					
Removal of old ~~Bridge~~ Deck & Curb Bms	All			All	$800	$800
Maintenance of Traffic	All					

Subtotal $11,000
Plus 20 Percent for Engineering & Contingencies 2,200

TOTAL COST $ 13,200

File 81 16545A

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
PO Box 1104
Astoria, OR 97103
November 28, 1984

Page 1 of 2

In Reply Refer to
File No

Randy Trevillian
Clatsop Co. Roadmaster
1100 Olney Ave.
Astoria, OR 97103

Subject: Review and Approval of "Advance Plans"
Westport Ferry Slip Ramp Project
Westport Dock Road (FAS A737)
Clatsop County (No. 42)

Dear Randy,

Preliminary plans for reworking the ramp at the end of the Westport Ferry Slip structure had been sent out in August 1984 for your review and Wahkiakum County's review. We received yours and Wahkiakum County's response to these preliminary plans in mid October 1984.

From yours and Wahkiakum County's response and from suggestions provided by this office a set of "Advance Plans" have been prepared. Enclosed for your use and review are 3 sets of the "Advance Plans" for revision of the ramp on the Westport Ferry Slip structure.

Please note that this office in its review of the preliminary plans made the suggestion that it be allowed the ferry slip to be closed for 2 days, rather than one day, and that the contractor provide counter weight material for rebalancing the ramp but that County forces would actually install additional weights or take away existing weight to rebalance this ramp. These additions - revisions are incorporated in the "Advance Plans".

It is requested that the advance plans be reviewed by you and that you also have Wahkiakum County review these advance plans. Your approval of these plans are needed to proceed further with this project.

REC
BRIDGE SECTION

OTED
ACKSTRA

NOTI
W.J.

734-3122

Approval of the Advance Plans by both Countys will be considered as consent that the revision of the ramp according to the plans will provide the complete and satisfactory revision to the Westport Ferry Slip as desired by the County's. Also upon completion of the revision of the ramp according to the approved "Advance Plans" it will be expected that Clatsop County will provide an indication of acceptance of the project as completed.

Sincerely

C Anderson

Chet Anderson
Project Manager

cc: Ted Litchfield
Walt Hart
file

Enclosure

10,017

16545A

Region 2 Engineer　　November 16, 1984　　DES 23
16545A

(ORIGINAL SIGNED)
[illegible]

Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

Westport Ferry Slip
Westport Ferry Slip Section
County Road 42
Clatsop County
BR 16545A

Attached are two reduced prints of Drawing 39853 which is the advance detail drawing for this structure. Also attached are plans for the existing structure.

Our present estimate of costs for the proposed contract is as follows:

Roadwork	$ -0-
Structure	11,000
Engineering & Contingencies	2,200
TOTAL	$13,200

Please make a field review and return one set with your comments and corrections noted.

RFE
RFE:jrb

Attachments

cc: H. A. Schell, FHWA /w/ 2
Specifications /w/ 1 + estimate sheet (unchecked) & designer's notes
Construction /w/ 1
Program Section
Road Design /w/ 1
Chet Anderson, Project Manager /w/ 1 + 2 sets each to be given to Clatsop County Roadmaster and Wahkiakum County Public Works Director

bc: J. E. Backstrand

attach in file

CON 21-8, Clatsop

kke

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINIS TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
RS-A737(3)

2. STATE PROJECT NO.
See below

2A. COUNTY NAME
Clatsop

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
40275

6. TO

Mr. H. S, Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE
8/31/84

8. FEDERAL ROUTE NUMBER
Secondary A737

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
Westport Ferry Slip Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage and utility Preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY TEC $13,900 - F.F. $12,252
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Potter's PEA dated 8/24/84.

RECEIVED
STATE HWY ENGR
SEP 7 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE
9/6/84

15. SIGNATURE OF APPROVING OFFICIAL
G K. Hassner

16. TITLE
for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,617 Schultz ~~[illegible]~~

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION
8-24-84
ADDENDUM TO LOCATION PROSPECTUS AND
REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., 0.35 mi. N.W. of Westport "Westport Ferry Slip Section"	075	40275	RS-A737(3)	A737	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' normal

Water Development None Recreation & Historical Areas None

County Clatsop Code 007 Imp. Code 11

A-95 Review:

State Cl. Ho.......... Exempt X Date Approved ____

Dist. 1 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 1.

(2) Structure No. 16545.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 13,900
88.15%	FF	$ 12,252
	STATE	$ 824
	County	$ 824

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:

Enclosed is a copy of Part 1, 2 & 4 of the Project Prospectus and Project Map.

RDS:bkb

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
AUG 27 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
TICKLE ___ INFO ___ FILE ___

DATE	SIGNATURE OF REQUESTING OFFICIAL	
8-24-84	Original Signed by Max J. Klotz GARY A. POTTER	MANAGER, PROGRAM SECTION

10,017

August 13, 1984

Clatsop County Board of Commissioners
749 Commercial Street
Astoria, OR 97103

AGR 4

Attention: Norma Hunsinger
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8263

Gentlemen or Ladies:

Attached for your files is a fully executed copy of an agreement covering construction of the Westport Ferry Slip.

We are retaining a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachment

bc: Gary Potter (agree. att.)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: H.S. Coulter, P.E.
State Highway Engineer

DATE: July 3, 1984

FROM: Gary A. Potter, Manager
Program Section
GAP

SUBJECT: Westport Ferry Slip
Clatsop County
FAS-A737

Clatsop County has requested a project to re-design and re-construct a ramp for the Westport Ferry Dock. The existing ramp creates a steep grade during low water periods, causing some autos to drag their tail pipes and bumpers. The State Highway Division will provide preliminary and construction engineering. No right-of-way will be needed. The project location is shown on the attached map.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Clatsop	Westport Ferry Slip FAS-A642	$38,000	$33,500	$2,250	$2,250

Region 2 and this office have investigated this proposed project, confirming its validity and financing and request you authorize this project under delegated authority.

APPROVED BY
HS Coulter
State Highway Engineer

Date 7/5/84

MKS:me
Attachment

Orig to [illegible]
Cy Potter
Accting
Files
7/6/84

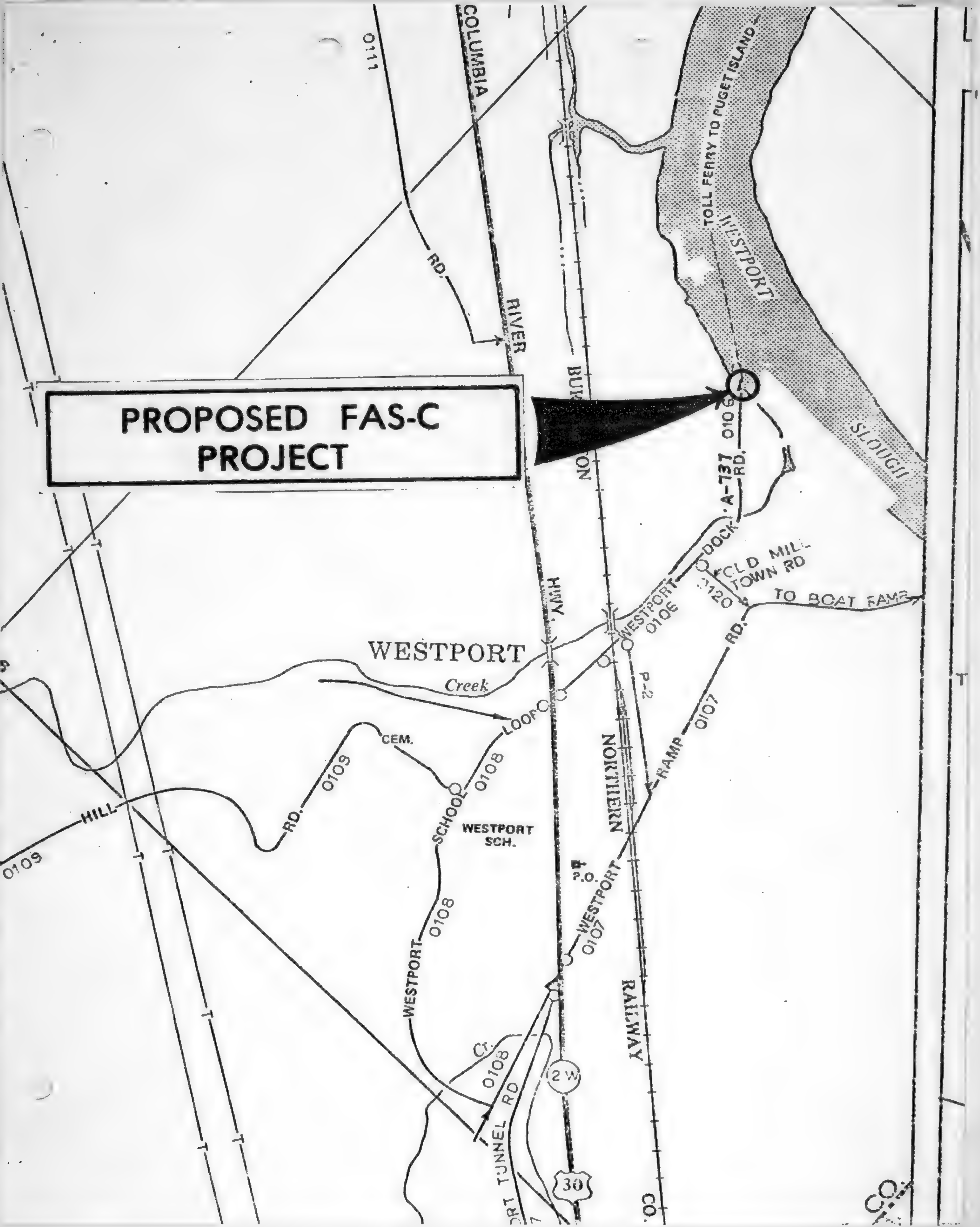
[illegible]

RECEIVED
STATE HWY ENGR
JUL 5 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1307

Contains Recycled Materials



PROPOSED FAS-C PROJECT

0111
RD.
COLUMBIA RIVER HWY.
BURLINGTON NORTHERN RAILWAY
TOLL FERRY TO PUGET ISLAND
WESTPORT SLOUGH
A-737 RD. 0106
DOCK
OLD MILL TOWN RD
0120
TO BOAT RAMP
WESTPORT 0106
WESTPORT
Creek
P-2
LOOP
CEM.
0109
SCHOOL 0108
WESTPORT SCH.
HILL RD.
0109
RAMP 0107
RD.
NORTHERN
P.O.
WESTPORT 0107
WESTPORT 0108
RAILWAY
Cr.
0108
TUNNEL RD
12 W
30
CO.

10,217

A 737

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02539

SECTION Westport Ferry Slip		COUNTY Clatsop	REGION 2
HIGHWAY Co. Rd. #42 (A 737)			
SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 504-1965	DATE 7-27-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,200	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		500
904 CONSULTANT			920 PROGRAM MANAGEMENT		200	936 REGION TRAFFIC		
905 FINAL DESIGN		1,500	921 SPECIFICA-TIONS		2,000	937 HYDRAULICS		100
906 BRIDGE DESIGN		3,000	922 ADMIN. SERVICES		200	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			923 ENVIRONMENTAL SECTION		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			924 D.O.T.			950 TRAINING		
910 REGION GEOLOGIST			925 AIR MONITORING			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			926 FOUNDATION		3,500	960 PERSONAL LEAVE		
912 LANDSCAPE			927 FREE BRIDGE DESIGN			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			929 FREE BRIDGE SPECIFICATIONS					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$	$ 13,900

RIGHT-OF-WAY PREFIX	PREVIOUS AUTHORIZATION $
FEDERAL AID PROJECT NUMBER RS-A737 (3)	ADD. AUTH. REQUIRED $

LOCATION ENGINEER'S REMARKS

This request is to cover preparation of plans, specifications, and estimate.

1 ✓

2 E

3 P

On HIP

PREPARED BY	DATE 6/1/84	APPROVED ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 8/9/84
RECOMMENDED PROJECT MANAGER X by Phillip O.	DATE 6-13-84	APPROVED ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X E Hunter	DATE 8/1/84
RECOMMENDED. LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 8-31-84	

734-1914 (4-84)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02539

SECTION: Westport Ferry Slip

REGION: 2

STATE HIGHWAY # —	HIGHWAY NAME Westport Dock Road	MILE POST FROM TO	LENGTH 0.1
☐ URBAN ☒ RURAL	CITY	COUNTY Clatsop	ROAD/STREET NAME Co. Rd. #42
ROUTE #	FEDERAL AID # A-737	APPLICANT (IF OTHER THAN STATE) Clatsop County	

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 3	GRADING (✓)		FILES (#)	0
RIGHT OF WAY	$ –	PAVING (✓)		ACRES (#)	0
ROADWAY	$ –	STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$ 25	SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ –	SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ –	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 2.5			RIGHT OF WAY DESCRIPTIONS (S,C,A)	–
	$	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	–
40% ENGINEERING & CONTINGENCIES	$ 10	DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION	$ 35	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ 38				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAS - C	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR YR	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	1	1
STRUCTURES (#)	1	1
SIGNALS (#)	None	None
BIKE PATH (Y/N)	None	None
AVERAGE DAILY TRAFFIC	360	
YEAR OF AVERAGE DAILY TRAFFIC	1975	

DEFINE THE PROBLEM

Existing ramp at the ferry contact point causes some autos to drag their bumpers or tail pipes during low water stages. This is Bridge No. 16545

PROPOSED SOLUTION

Re-design the ramp to provide a lesser angle from the ferry deck to the ramp grade.

REQUESTED, REGION ENGINEER Xby	DATE 6-13-84			
APPROVED, ASST HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST HWY ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02539

SECTION: Westport Ferry Slip

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	S
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	S	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	S ~~N~~	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
None	–	–	–

COMPANIES: This project is for modification of the ramp which aligns with ferry when loading/unloading and may not require these permits.

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 10 mph

DESIGN STANDARDS:

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
							7	–	7							
							7	–	7							

EXISTING

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					
–					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
#16545 BRIDGE 1	To be determined	14	16,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02539

SECTION
Westport Ferry Slip

REGION
2

ESTIMATED RIGHT-OF-WAY IMPACTS

None

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

None

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

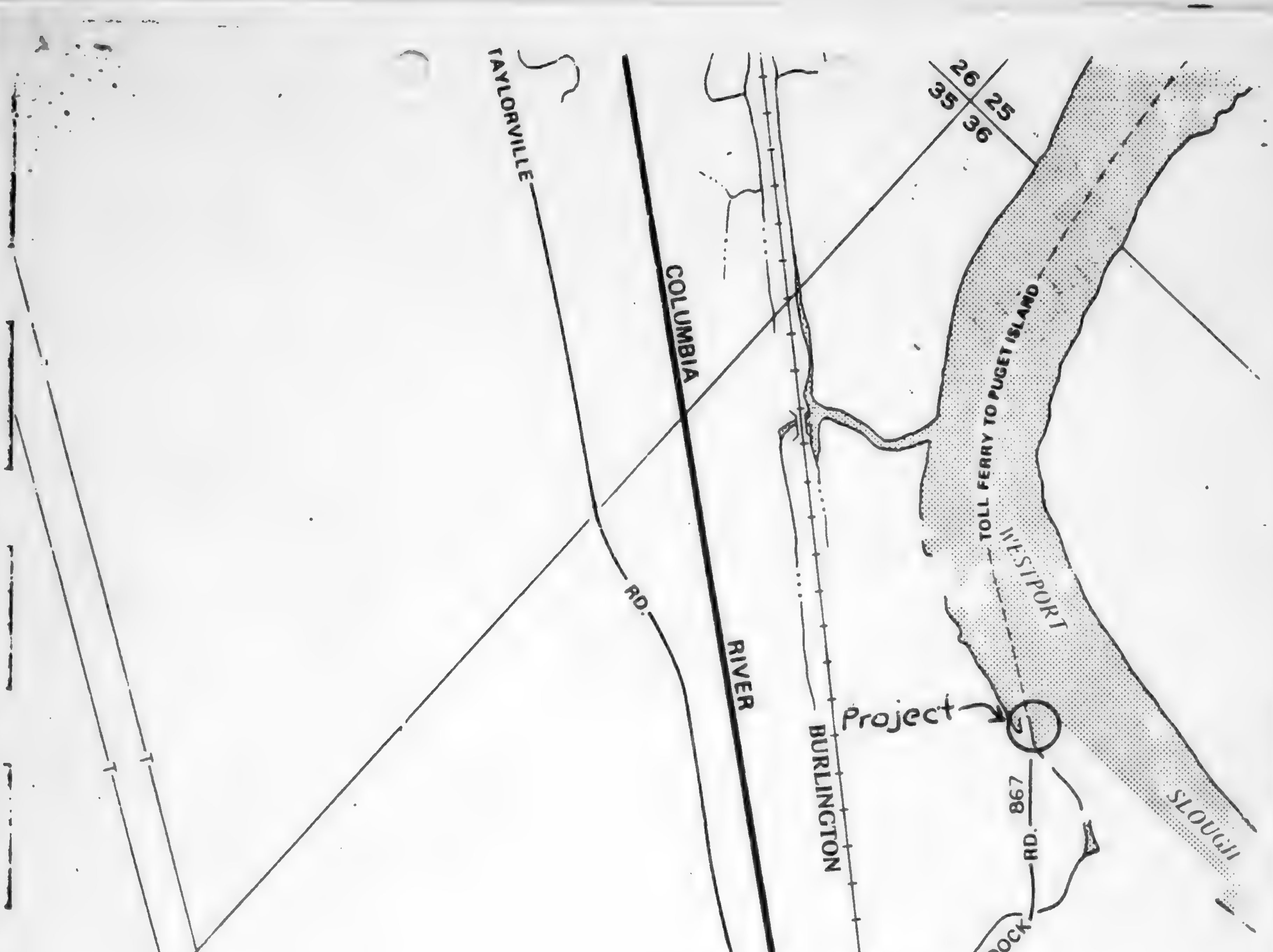
☒ CLASS 2 (CATEGORICAL EXCLUSION) Statewide Categorical Exclusion

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

None

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Richard T. Sjolander	378-2626	


26
25
35
36
TAYLORVILLE
RD.
COLUMBIA
RIVER
HWY.
868
BURLINGTON
&
NORTHERN
RAIL
TOLL FERRY TO PUGET ISLAND
WESTPORT
SLOUGH
Project
867
RD.
DOCK
WESTPORT
8615
RD.
RAMP
8615
WESTPORT
Creek
867
LOOP
35
36
1
CEM.
865
866
SCHOOL
WESTPORT
SCH.
HILL
865
RD.
761
P.O.
WESTPORT
WESTPORT
66

02539

16,517

PROJECT PROSPECTUS
PART 1 - ROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Westport Ferry Slip		6-13-84		KEY ID # 02539 REGION 2
STATE HIGHWAY # —	HIGHWAY NAME Westport Dock Road		MILE POST FROM TO	LENGTH 0.1
☐ URBAN ☒ RURAL	CITY	COUNTY Clatsop	ROAD/STREET NAME Co. Rd. #42	
ROUTE # [illegible]	FEDERAL AID # A-737	APPLICANT (IF OTHER THAN STATE) Clatsop County		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 3	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$ –	PAVING (✓)		ACRES (#)	0
ROADWAY	$ –		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$ 25		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ –		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ –		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	–
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	–
40% ENGINEERING & CONTINGENCIES	$ 10		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 35	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 38				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAS – C	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	1	1
STRUCTURES (#)	1	1
SIGNALS (#)	None	None
BIKE PATH (Y/N)	None	None
AVERAGE DAILY TRAFFIC	360	
YEAR OF AVERAGE DAILY TRAFFIC	1975	

DEFINE THE PROBLEM

Existing ramp at the ferry contact point causes some autos to drag their bumpers or tail pipes during low water stages. This is Bridge No. 16545

PROPOSED SOLUTION

Re-design the ramp to provide a lesser angle from the ferry deck to the ramp grade.

REQUESTED, REGION ENGINEER Xby Philip O. St	DATE 6-13-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

62

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS**, the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02539

SECTION Westport Ferry Slip

REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	S
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	S	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	S	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
None	-	-	-

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

COMPANIES
This project is for modification of the ramp which aligns with ferry when loading/unloading and may not require these permits.

DESIGN SPEED	DESIGN STANDARDS
10 mph	

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING								7	–	7							
								7	–	7							

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
N/A					
-					

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
#16545 BRIDGE 1	To be determined	14	16,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

10,617

STATE OF OREGON

INTEROFFICE MEMO

TO: Phil Stearns
Region Federal Aid Specialist

DATE: April 16, 1984
Page 1 of 3

FROM: Chet Anderson
Project Manager C. Anderson

SUBJECT: Preliminary State - County -
County Meeting to Establish
Goals of Project, Meeting Date
April 12, 1984.
Westport Ferry Slip Ramp Project
Clatsop County

The existing ferry slip structure was built as a County - State - Federal project in 1982 and some revision was made to the ramp as part of this project but not all the needed short-comming with the ramp were taken care of. Vehicles are still "dragging bottom" on the end portion of the ramp and the width of the ramp is stightly narrow for vehicles to drive on or off the ferry when the ferry is loaded to near full capacity. In fact the ferry connot carry it's full load of vehicles because of this narrow ramp problem.

It became obvious the remaining short commings would involve extensive rebuilding of the end of the ramp and thru discussion with the County (Clatsop) it was decided the needed rebuilding of the ramp could probably best be taken care of by establishing another County - State - Federal project rather than prolong the original project.

A County-State-Federal project to correct some short commings in the ramp of the Westport Ferry Slip is therefore being initiated. To better establish what this project is to accomplish a meeting was held at the Westport Ferry Slip site with Randy Trevillian, Clatsop County Roadmaster; Paul Gaiver, Wahkiakum County Engineer; Jack Pete, Wahkiakum County Commusioneer; Bob Peterson & Danny Eaton, Ferry Skippers; and Chet Anderson, OSHD Project Manger. At this meeting it was agreed the project would take care of the folling items:

(1) The deck width of the ramp should be widened as much as possible. The "curb" beams on each side of the existing ramp are to large and extend to far out towards the end of the ramp. The curb beams should be smaller, moved out as far as possible and shortened.

02539

81-125-1387

(2) The taper at the end of the ramp is still to steep. The taper needs to be flattened out at least as flat as the tapered end on the ramp at the ferry slip on the Washington side of the river. The end of the tapered end of the existing ramp was made to rotate slightly but has since been welded in a fixed or straight position. Rotation at the end of the tapered end is not needed, and not desired.

(3) The very end of the ramp that rests on the deck of the ferry should be located 9 inches back towards the shore. In redoing the ramp if the end of the ramp is kept exactly 9 inches back towards shore of the end of the existing ramp then new dolphins which are used for positioning the ferry when loading and unloading vehicles would not have to be installed as part of this project.

(4) Adiamond pattern steel skid plate in the center of the ramp, 3 foot wide by 6 foot long, needs to be incorperated on the ramp. A similar skid plate is on the existing ramp deck.

(5) Unless the County (Clatsop) installs this before the project gets developed, a diamond patten steel plate, say 3 foot wide, needs to be tacked to the steel grid deck along one side of the bridge deck and ramp to provide an even surface for pedestrians to walk on.

(6) It was noted at the meeting that in rebuilding the ramp use of the ferry slip would have to be stopped for a period of time while the new corrective features were being installed. Represintatives from Wahkiakum County and the Ferry Skippers acknowledged that it would be necessary to closedown operation of the ferry for some time for this work. The project should be developed so the ferry is closed down for as short a time as possible. Hopefully the corrective features can be fabricated in the shop and delivered to the job site, then the necessary portion of the existing ramp can be removed and the new prefibricated corrective features installed on the basic framework of the existing ramp.

At the subject meeting it was explained this project is being developed to resolve some needs and shortcommings that have become evident and had not been corrected as part of the original Ferry Slip project. Also the plans and specifications for the project that are currently being developed would need to be reviewed and approved by everyone involved, Clatsop County, Wahkialcum County, & the State before the project would be contracted out. It is felt this prior approval is needed to establish the extent of the project at the beginning and will help control the " hind sight " requests for more work after the job is done when we are asking the County's to accept the project as complete.

(7) The ramp in its present condition is carefully balanced with counter weights to make rotating the ramp up and down easy. Redoing the ramp will probably result in unbalancing the ramp. An anticipated item should be included on this project for adding or taking away counter balance weights or repositioning the counter balanceweights to put the ramp back in balance.

CC: Randy Travillion
Clatsop County Roadmaster

file

May 10 CC Backstrand

6/1/84 Backstrand said use #30,000

REGION 2 ENGINEER
RECEIVED
APR 17 1984
RBE ROE RFE
RTE ENV
RME RSO
RCE GEO
RE ULE

10,017

FEDERAL AID PROJECT REQUEST

Date January 18, 1984

Applicant Agency Clatsop County

Request for: Off-System____, FAS-C XX, FAUS____ Project

Federal Aid Route No. A-737 **Route Name** County Road #42

Project Name Westport Ferry Slip

Project Length 0.1 Miles **Project Location (Attach sketch map)**

Project Description Reconstruction of a ramp on Westport Ferry Slip

Average Daily Traffic 360 - 1975 Count **Design Speed** Basic Rule

Complete Applicable Sections:

I. ROADWAY DATA

1. **Existing Roadway:** (Attach sketch)

Width 13.8' **Travel Lanes** 1 **Shoulders** None

Medians None **Parking** None

Sidewalks None

Remarks

2. **Desired Roadway Cross Section:** (Attach sketch)

Width 13.8'-15' **Travel Lanes** 1 **Shoulders** None

Medians None **Parking** None

Curbed None **Length Curb Radii** None

Sidewalk/Bikeway No

Remarks

II. RIGHT-OF-WAY DATA

1. **Existing Right-of-Way:**

General Width 40'-60' **Minimum** 40' **Maximum** 60'

2. **Has right-of-way been acquired for this project subsequent to January 2, 1971?**
Yes____ **No** XX

3. **Will additional right-of-way be needed? Yes**____ **No** XX
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes____ **No**____
Remarks

III. TRAFFIC CONTROL DATA

1. **Existing Signalization and Location:**

None

02539

2. Proposed Signalization:

Location None
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:

Include in project or by applicant? By Applicant

4. Permanent Striping:

Include in project or by applicant? By Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Section 36, T8N, R6W, W.M. North end of County Road #42 on Westport Slough.
Type 99' Steel span and ramp Bridge # 16545
Approach Roadway Width 14' **Shoulder Width** 2'
Length 12' Ramp; 87' Span **Width** 13.8'
To remain in place? Span will stay in place.

2. Proposed Structure:

Location Replace existing ramp on ferry slip.

Approximate Size: **Length** To be determined **Width** 13.8' - 15'

02539

Are sidewalk/bikeways desired? No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No XX

   Name of Railroad
   Existing Crossing Protection

2. Will existing railroad crossing be altered?

   Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Clatsop County Engineer or Roadmaster Office
2. Environmental — Clatsop County Engineer or Roadmaster Office
3. Public Hearing — Clatsop County Engineer or Roadmaster Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State XX Consultant ____

02539

2. Project construction engineering to be performed by:

Applicant________ State XX Consultant________

3. Will applicant perform any work prior to or after award of contract?
Yes________ No XX
If "yes," describe briefly:________

4. Applicant's estimate of cost for requested project:

Roadway Work	$
Right-of-way costs (if participating)	
Traffic control	500.00
Illumination	
Structures	10,000.00
Railroad	
Other________	
Preliminary engineering	2,500.00
PROJECT TOTAL	$ 13,000.00

Remarks________

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF________ and/or Clatsop COUNTY

By________ By Joan M. Dukes

By________ By Roger A. Berg

By________

02539

(1976)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02539

REGION 2

SECTION
Westport Ferry Slip

ESTIMATED RIGHT-OF-WAY IMPACTS

None

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

None

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ **CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)**

☒ **CLASS 2 (CATEGORICAL EXCLUSION)** Statewide Categorical Exclusion

☐ **CLASS 3 (ENVIRONMENTAL ASSESSMENT)**

OTHER DOCUMENTATION

None

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Richard T. Sjolander	378-2626	

734-1913 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02539

SECTION Westport Ferry Slip HIGHWAY	COUNTY	REGION 2
SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,200	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	–		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	–		918 LOCATION			935 SOILS		
904 CONSULTANT			920 PROGRAM MANAGEMENT			936 REGION TRAFFIC	–	
905 FINAL DESIGN			921 SPECIFICATIONS			937 HYDRAULICS		
906 BRIDGE DESIGN			922 ADMIN. SERVICES			938 REGION ENVIRONMENT	–	
907 PRELIMINARY DESIGN			923 ENVIRONMENTAL SECTION			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			924 D.O.T.			950 TRAINING	–	
910 REGION GEOLOGIST	–		925 AIR MONITORING			955 R/W RELOC. ASSISTANCE	–	
911 TRAFFIC SECTION			926 FOUNDATION	–		960 PERSONAL LEAVE		
912 LANDSCAPE			927 FREE BRIDGE DESIGN			980 PUBLIC HEARING	–	
913 RIGHT-OF-WAY LIAISON	–		929 FREE BRIDGE SPECIFICATIONS					
914 REGION UTILITY LIAISON	–		932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

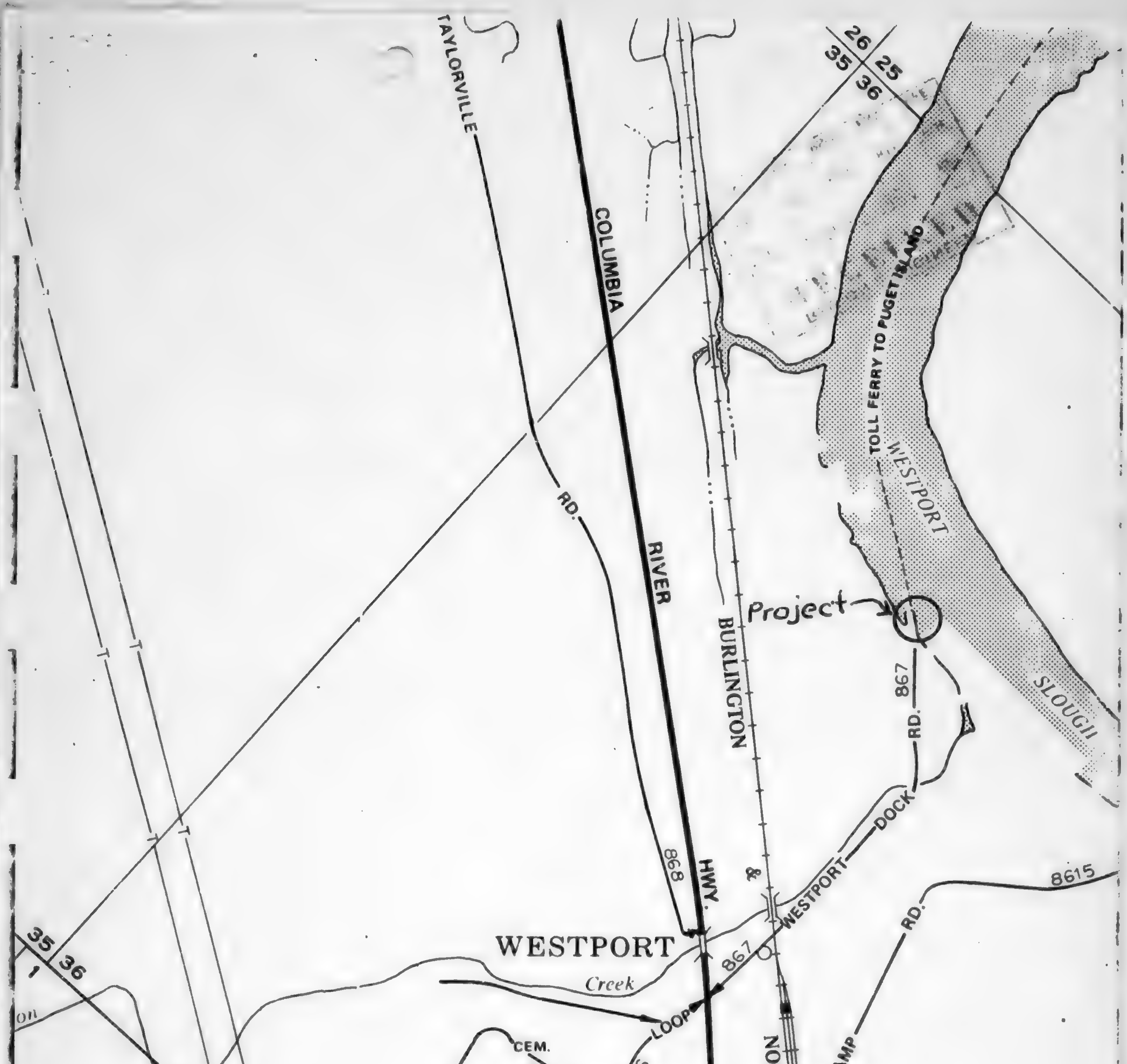
RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER S REMARKS

This request is to cover preparation of plans, specifications, and estimate.

PREPARED BY	DATE 6/6/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, PROJECT MANAGER X by Phillip O.	DATE 6-13-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	


TAYLORVILLE RD.
COLUMBIA RIVER HWY.
BURLINGTON & NORTHERN RAIL
26
25
35
36
TOLL FERRY TO PUGET ISLAND
WESTPORT SLOUGH
Project
867
RD.
DOCK
WESTPORT
8615
RD.
RAMP
868
WESTPORT
Creek
LOOP
CEM.
865
866
SCHOOL
WESTPORT SCH.
P.O.
HILL
865
RD.
761
WESTPORT
66
35
36
1
on

02539

1985 John Day Slide Sec, John 10,018
Day Hwy. E. of John Day
(grading and paving)

10,018

✓

June 23, 1986

CON 5 - #10,018

Reliance Insurance Company
825 NE Multnomah
Portland, OR 97232

Contract No. 10,018 awarded to Ranstrom Construction, Inc. for work on the John Day Slide Section of the John Day Highway in Grant County was completed on March 7, 1986, and accepted by the State Highway Division on June 16, 1986.

Final payment in the amount of $2,561.08 will be released to the contractor after June 30, 1986. The total contract amount is $757,531.47 including $265.51 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Ranstrom Construction, Inc.
357 East Amity
Meridian, ID 83642

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

10,018

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10018

TO: Robert Gormsen
Manager, Commission Services

DATE: June 16, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10018 , On Site Work Substantially Completed October 30, 1985

All Work Completed March 7, 1986

Project John Day Slide

Highway John Day

County Grant

Type of Work Grading and Paving

Contractor Ranstrom Construction, Inc.

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

noted
BGormsen

6-23-86 - Surety letter written.

RECEIVED
JUN 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-123-1387

10.0R

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

WEEK ENDING: March 8, 1986

PROJECT NAME (SECTION): John Day Slide Section

CONTRACT NO.: 10018

HIGHWAY: John Day

COUNTY: Grant

F.A. PROJECT NO: State

CONTRACTOR: Ranstrom Const. Inc.

KIND OF WORK: Grading, Paving, Slide Correction

DATE OF AWARD: April 30, 1985

FIRST NOTIFICATION DATE: May 28, 1985

ESTIMATED DATE OF COMPLETION, OR SECOND NOTIFICATION DATE AND: Oct. 30, 1985

ESTIMATED SEMIFINAL SUBMITTAL DATE: March 7, 1986

AVERAGE FORCE ON PROJECT THIS WEEK: SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED: 100 %

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 870,173.29

ESTIMATED PROJECT COST $ 822,938.77

ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 5.0 %

ENGINEERING

AUTHORIZATION $ 42,000.00

COST THIS WEEK $ 00.00

TOTAL TO DATE $ 38,766.56

PERCENT OF AUTHORIZATION 92 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
Calendar Days	**	180	173	96	Yes

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	73,100cy	3,700tn	750tn			
EST. CORRECTED QUANTITIES	94,648cy	4,796tn	802tn			
EST. PERFORMED TO DATE	94,648cy	4,796tn	802tn			
PERCENT PERFORMED TO DATE	100%	100%	100%			

ACTIVITIES THIS WEEK:
Semi-Final was submitted to Region.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):
Overtime this week: None

F

PROJECT MANAGER (SIGN): Michael J Gardner
Michael J. Gardner

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

5

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

August 14, 1984

J. H. Versteeg
Road Design Engineer

Files 54082, 54083 & 54084
John Day Slide Section
John Day Highway
Grant County

Attached are descriptions (3 files), an authorization and right of way prints covering right of way required for the subject project.

By: JBS
J. B. Sevey
R/W Descriptions Coordinator

JBS:rlr
Attachments

[illegible] 6-1

HIGHWAY DIVISION DES 16

R. D. Hector
Region 5 Engineer

August 1, 1984

E. S. Hunter
Assistant State Highway Engineer

John Day Slide Correction

You recently inquired about progress on the subject project. The following report is from Road Design.

The project has been worked up by the Location Design and the Geotechnical Groups, and is being submitted to Final Design immediately.

The necessary cross-sections were taken and survey work was done in June. The field notes were hand carried in by Barry Hatcher about the end of the month. The project was assigned to a designer who plotted the cross-sections and developed the necessary map.

The right-of-way and easement needs were given to R/W Descriptions so that the right-of-way work could be expedited.

The project, as it is worked up, re-establishes the roadbed on the existing horizontal alignment at a lower grade to improve sight distance. The slide correction is accomplished with a rock shear key drainage and grading to shape the upper slide area. The shaping is to fill in cracks and improve drainage.

It is anticipated that the right-of-way descriptions will be completed by August 10. Based on that date and if no hang-ups appear, acquisition activities could begin by August 24, 1984 and be completed in three months. Plans are now being prepared and the project could be ready to advertise for the December 20, 1984 bid opening.

cc H. S. Coulter
R. N. Bothman
W. E. Schwartz
Gary Potter
J. B. Boyd
J. H. Versteeg
Frank Terpin

ESH:FET:ge ja

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. Schwartz
Assistant State Highway Engineer

Operations Branch

DATE: July 10, 1984

SUBJECT: John Day Slide Correction Project

We note that the latest edition of the Project Scheduling Report has the John Day Slide Correction project delayed until late next year. The report shows a project ready date of August, 1985. I believe that late a date is not acceptable and the purpose of this note is to encourage an earlier contract letting date. The identified field survey work is complete and, to the best of my knowledge, Ed Johnson has developed the appropriate corrective design.

The problems with delay are as follows:

> The folks in Grant County are very interested in a correction, The problem is right on the edge of the county's main city and has been the subject of discussion between me, county officials, city officials, and others since the failure occurred in July, 1983, about twelve months ago. Of course, I thought that we could be more responsive than we have been and I have been anticipating a contract project no later than this spring. We do not need the heat that this delay will cause. We initially asked for this project in December, 1983 as being an emergency situation requiring immediate attention.
>
> The roadbed is still moving. We have noted a rise in grade of about two feet in the past three or four months. It still requires blade work at least twice a week. That in itself is not too big a deal, but it does require that the blade be kept close to John Day and needed work elsewhere in the section is not being done the way it should be, That is the important point. Our "temporary" signing seems very popular with local collectors. That is not only costly, but at times a traveler is not forewarned of the poor road conditions.

Any help you can give us to get this project back on track will be appreciated.

RECEIVED
STATE HWY ENGR
JUL 12 '84
REFER TO
Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
			✓			

R. D. Hector
Region Engineer

RDH/lm

cc: E. S. Hunter

Contains Recycled Materials

MAI 6-1

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO

TO: H. S. Coulter
State Highway Engineer

DATE: March 15, 1984

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Request to Add Three Projects to
the Six-Year Highway Improvement Program
Commission Meeting March 20, 1984

Fred Miller advised Sharon that additions to the Six-Year Program should be taken to the Commission with an impact of that action upon the Program. Sharon was to shift the request from the consent calendar to your agenda.

The Sun Mountain Highway and John Day Highway projects are funded from the $20 million Surface Preservation Program approved by the Commission and will be performed within the approved $20 million Program.

The John Day Highway Slide Correction will utilize $493,000 of state funds not identified in the Six-Year Program. Because of contracting schedules and increased state revenues, funds are available for this slide correction work. The work is not an emergency, however, has passed beyond the scope of maintenance.

RNB:lks

cc E. S. Hunter
W. E. Schwartz
Gary A. Potter

NOTED
W. E. SCHWARTZ

RECEIVED
STATE HWY ENGR
MAR 15 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

MAT 6-1

DATE: March 13, 1984

TO: Oregon Transportation Commission

PRO

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Request to Add Three Projects to the Six-Year Highway Improvement Program

copy FHA 6 3+

On the consent calendar at the March 20 Commission meeting will be a request for your approval of the following projects for inclusion in the current Six-Year Highway Improvement Program.

John Day Slide Section
John Day Highway, Grant County
Description of Work:
A slide area has become active and corrective action is beyond the scope of normal maintenance.
Estimated Cost: $493,000
Recommended Funding: State

Mazama Jct.-Dixon Road Section
Sun Mountain Highway, Klamath County
Description of Work:
This work is required as part of an agreement with Klamath County and U.S. Forest Service to remove this route from the State highway system.
Estimated Cost: $121,000
Recommended Funding: State Surface Preservation

Walnut Street-Court Street (Condon)
John Day Highway, Gilliam County
Description of Work:
This project would regrade, construct base and pave. The City of Condon plans to participate by constructing new curbs and providing $15,000 to $20,000.
Estimated Cost: $170,000
Recommended Funding: State Surface Preservation (Discretionary)

I recommend approval.

RNB:KEH:pf:lks sl

bc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
Gary A. Potter
V. E. Skoog
Dale Allen
Bob Hector
George Bell

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: H. S. Coulter
State Highway Engineer

DATE: March 12, 1984

FROM: Robert N. Bothman
Assistant State Highway Engineer

SUBJECT: Request for Approval to Add Projects
to the Six-Year Program

On March 2, 1984 the Contract Schedule Committee approved adding the following projects to the Six Year Program.

John Day Slide Section
John Day Highway
(Slide Correction)
Grant County, Region 5
State Funds, recommended May '84 letting
Estimated Cost: $493,000

Mazama Jct.-Dixon Road Section
Sun Mountain Highway
(Scarifying of existing pavement)
Klamath County
State Funds, to complete by September '84
Estimated Cost: $121,000

Walnut Street - Court Street (Condon)
John Day Highway
(Re-grade, base, pave)
Gilliam County
State discretionary funds
Estimated Cost: $170,000

The Walnut Street-Court Street project requires your approval for use of State Preservation Discretionary funds.

All three should have Commission approval to be added to the Six-Year Program.

The three projects should be placed on the Consent Calendar for the March 20 Commission meeting. Attached is a draft letter to the Commission for your consideration.

RNB:lks

Attachment

10. 2-21-4 [illegible] 6-1

REFER TO
Swartz
BY STATE HWY. ENGR.
what is this all about?

NOTED
W. E. SCHWARTZ

9

LRW LAG 12 2/21/84 11-30 AM

NOTED
H. S. COULTER

H. S. COULTER
STATE HIGHWAY ENGINEER

INFO CY
R N BOTHMAN
E S HUNTER
W E SCHWARTZ

RE JOHN DAY SLIDE PROSPECTUS/SUBMITTED 12/3////12/13/83
M P 163.4 MHWY 5
GRANT COUNTY

REQUEST REVIEW OF PROJECT PROSPECTUS AT EARLIEST POSSIBLE DATE K

THIS PROJECT IS NOT SHOWN IN 6 YR HIP AND REQUIRES APPROVAL OF COMMISSION. IT IS FELT WE MUST SOLVE THIS PROBLEM DURING THE COMING CONSTRUCTION SEASON IF WE ARE TO AVOID MAJOR INTERRUPTION OF THIS TRANSPORTATION LINK.

Scott - This is an old cut slide just E. of John Day which became active again after the J. Day - Prairie City project was done. Hector told me that this winter it has been moving as much as 6"/week. Project request is in Program Section waiting for action of schedule Committee which he is trying to set up for this Friday.
WES

D. HECTOR
REGION ENGINEER

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No: ENV 3

January 12, 1984

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

RE: Project Classification
John Day Slide
John Day Highway
Grant County
F-88-2(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurrence is requested.

Very truly yours,

for Eb Engelking

Campbell M. Gilmour, Manager
Environmental Section

ENVIRONMENTAL SECTION
January 24, 1984

CMG:lm

Attachments (4)

for [illegible] 1/23/84

cc: J. B. Boyd (3)
J. H. Versteeg (4)
L. E. George (2)
G. A. Potter (2)
Richard McSwain
W. J. Hart
C. O. Fredrickson
F. E. Terpin
Local Programs Uni
Cost & Records Spe
Surfacing Design
General Files
Bob Hector
John Preston
Vernal Moore
Dale Hiatt

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
John Day Slide

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

This is an emergency 0.2 of a mile slide repair project situated on the John Day Highway near the east city limits of John Day. All of the currently considered repair options will require the acquisition of less than one acre of right-of-way for a temporary construction easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: Adjacent land use is devoted to extensive grazing activities and a temporary constructio easement will not adversely affect such activities. Project is consistent with the City of John Day Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No adverse impacts on traffic patterns and flow patterns - they will remain unchanged. Safety will be improved as continued slide movement threatens traffic movements. Untreated, the slide area will require continuing extensive repairs to keep the highway in service.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

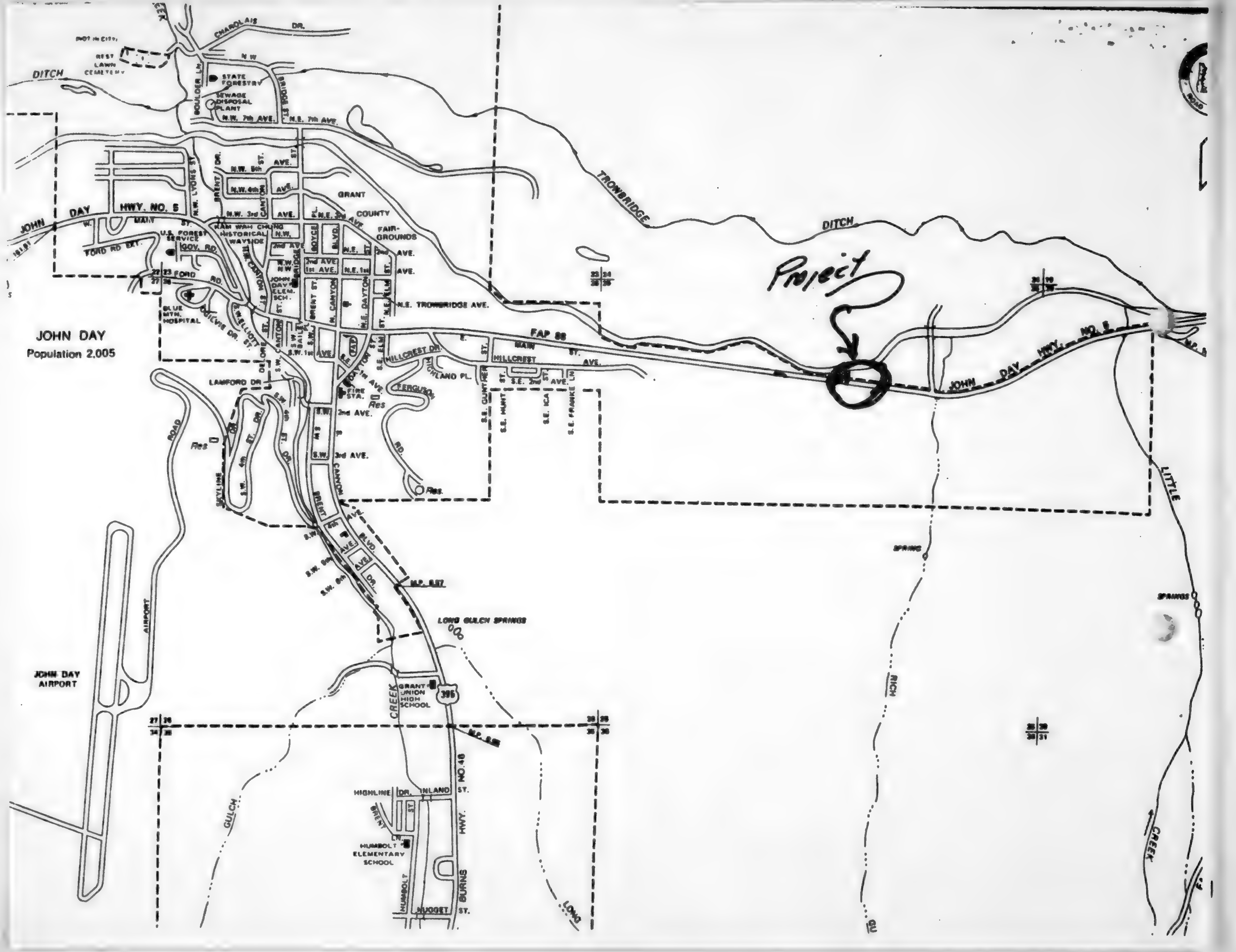
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is an emergency slide repair involving the acquisition of less than one acre for a temporary construction easement. No other adverse human or physic impacts are anticipated.

OTHER DOCUMENTATION

PREPARED BY X John Preston	TELEPHONE NUMBER 963-3177	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE January 23, 1984

734-[illegible]


NOT IN CITY
REST LAWN CEMETERY
DITCH
CHAROLAIS DR.
N.W.
BOULDER LN.
STATE FORESTRY
SEWAGE DISPOSAL PLANT
N.W. 7th AVE.
N.E. 7th AVE.
N.W. LYONS ST.
BRENT DR.
N.W. 5th AVE.
N.W. 4th AVE.
CANYON ST.
N.W. 3rd AVE.
GRANT COUNTY FAIR-GROUNDS
N.E. 3rd AVE.
JOHN DAY HWY. NO. 5
W. MAIN ST.
U.S. FOREST SERVICE
GOV. RD.
KAM WAH CHUNG HISTORICAL WAYSIDE
FORD RD EXT.
FORD RD.
BLUE MTN. HOSPITAL
OGILVIE DR.
S.W. ELLIOTT ST.
N.W. 2nd AVE.
N.W. 1st AVE.
BOYCE BLVD.
N.E. 2nd AVE.
N.E. 1st AVE.
JOHN DAY ELEM. SCH.
BRENT ST.
N. CANYON
N.E. DAYTON
N.E. ELM ST.
N.E. TROWBRIDGE AVE.
TROWBRIDGE
DITCH
FAP 88
E. MAIN ST.
HILLCREST DR.
HILLCREST AVE.
HIGHLAND PL.
S.E. 2nd AVE.
S.E. GUNTHER ST.
S.E. HUNT ST.
S.E. ICA
S.E. FRANKE LN.
S.W. CANYON
S.W. BAILEY
S.W. 1st AVE.
S.E. DAYTON ST.
S.E. ELM ST.
FIRE STA.
FERGUSON RD.
Res
S.W. 2nd AVE.
S.W. 3rd AVE.
LAMFORD DR.
DE ORE
SKYLINE DR.
S.W. 4th ST.
ROAD
CANYON BLVD.
BRENT
S.W. 5th AVE.
S.W. 6th AVE.
M.P. 6.57
LONG GULCH SPRINGS
AIRPORT
JOHN DAY AIRPORT
CREEK
GRANT UNION HIGH SCHOOL
395
M.P. 6.90
HWY. NO. 48
HIGHLINE DR.
INLAND ST.
BRENT LN.
HUMBOLT ELEMENTARY SCHOOL
HUMBOLT
BURNS
NUGGET ST.
GULCH
LONG
27 26
34 35
35 36
22 23
27 26
23 24
26 25
25 30
36 31
JOHN DAY HWY. NO. 5
M.P. 5
SPRING
SPRINGS
RICH
GU
LITTLE
CREEK

JOHN DAY
Population 2,005

Project

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: John Day Slide

REGION: 5

STATE HIGHWAY # 5	HIGHWAY NAME John Day	MILE POST FROM 163.4 TO 163.6	LENGTH 0.2 mi.
☐ URBAN ☒ RURAL	CITY John Day	COUNTY Grant	ROAD/STREET NAME
ROUTE # 26	FEDERAL AID # FAP 88	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 74	GRADING	(✓)	X	FILES (#)	1
RIGHT OF WAY		$ 5	PAVING	(✓)	X	ACRES (#)	1 ±
ROADWAY	$ 342		STRUCTURES	(✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 10					RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 141		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 493	WORK TYPE	(1-12)	6	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 572					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE FAP/State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	Y	Y
AVERAGE DAILY TRAFFIC	2350	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

EMERGENCY SITUATION

An old existing slide area has become active since the recent completion of the John Day - Prairie City Section. Severe upwards movement has distorted the roadway section. Corrective action required is beyond scope of normal maintenance.

PROPOSED SOLUTION

Excavate existing roadway, construct rock inlay counter balance (buttress type), grade and pave.

RECEIVED
STATE HWY ENGR
DEC 15 '83
[illegible]ED TO
Location
FOR
Info | Inves | R/D | D/R | Sign | Act ✓ | File

12/15/83

REQUESTED, REGION ENGINEER X	DATE 12-13-83			
APPROVED, ASST. HWY. ENG FOR OPERATIONS X	DATE 12/15/83			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

5N

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Grant Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02229

REGION 5

SECTION John Day Slide

John Day Hwy #5

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 12-1434

DATE 12/13/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 25,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		1,000
903 LOCAL GOVERNMENT			918 LOCATION		1,000	935 SOILS		600
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		200
905 FINAL DESIGN		5,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		3,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		800	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		1,500	923 ENVIRONMENTAL SECTION		200	950 TRAINING		1,000
910 REGION GEOLOGIST		10,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		1,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		2,500	927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON		1,000	932 RAILROAD & UTILITIES		200			

TOTALS	$	$ 56,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Macnab
2 Edwards E
Terpin
3 Trout
Wakerlig

RECEIVED
MAR 9 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/22/84
RECOMMENDED, REGION ENGINEER X	DATE 12-13-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 2-21
RECOMMENDED, LOCATION ENGINEER X	DATE 12-15-83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

LOC

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02229

SECTION John Day Slide			REGION 5
STATE HIGHWAY # 5	HIGHWAY NAME John Day	MILE POST FROM 163.4 TO 163.6	LENGTH 0.2 mi.
☐ URBAN ☒ RURAL	CITY John Day	COUNTY Grant	ROAD/STREET NAME
ROUTE # 26	FEDERAL AID # FAP 88	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 74	GRADING (✓)	X	FILES (#)	1
RIGHT OF WAY		$ 5	PAVING (✓)	X	ACRES (#)	1 ±
ROADWAY	$ 342		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 10				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ 141		DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 493	WORK TYPE (1-12)	6	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 572				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/84	RECOMMENDED FUNDING SOURCE FAP/State	RECOMMENDED PROGRAM YEAR 1984

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	Y	Y
AVERAGE DAILY TRAFFIC	2350	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

EMERGENCY SITUATION

An old existing slide area has become active since the recent completion of the John Day - Prairie City Section. Severe upwards movement has distorted the roadway section. Corrective action required is beyond scope of normal maintenance.

PROPOSED SOLUTION

Excavate existing roadway, construct rock inlay counter balance (buttress type), grade and pave.

RECEIVED
STATE HWY ENGR
DEC 15 '83
Location
FOR
Info Invest

REQUESTED, REGION ENGINEER X	DATE 12-13-83
APPROVED, ASST HWY. ENG. FOR OPERATIONS E. Schwartz	DATE 12/15/83
APPROVED, ASST HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION John Day Slide	REGION 5

PROJECT JUSTIFICATION

This section of the John Day Highway was realigned and constructed in 1937. Apparently the slide was not active at that time. In 1939 the slide became active and a map was prepared showing the stress/fracture lines. Reportedly there was some activity of the slide during the 1964 flood.

During the past year the slide has become active, most noticeably after the completion of the John Day-Prairie City Section. It is apparent dramatic changes are occurring in the area and any solution to the problem is beyond the scope of our Maintenances Forces.

The Region feels we must immediately explore all available options in correcting this problem. Some survey work and installation of slope indicators has been accomplished. It is recommended we proceed with development of a solution to this problem soon as possible so we may proceed to contract in May, 1984.

This project is consistent with the Division's goal of preserving and maintaining the existing highway system.

ADMINISTRATION RECOMMENDATION

OPTIONS CONSIDERED FOR PROPOSED SOLUTION

1. Retain existing horizontal alignment, counter balance slide by raising grade 10 feet, vertical curve control based on 55 mph design speed, additional right-of-way may be required.

2. Retain existing vertical control, revise horizontal alignment 50 feet northerly (Lt.), horizontal control based on 55 mph design speed, place 10 foot berm to act as counter balance, additional right-of-way required.

3. Retain existing vertical and horizontal alignment, establish temporary detour on right, excavate roadway 20' ± on lt., construct buttress type rock wall (40' base) unclassified clean rock, additional right-of-way may be required.

4. Retain existing vertical and horizontal alignment, establish temporary detour, excavate roadway section 10' to 15', construct roadway prism with unclassified clean rock, additional right-of-way may be required.

Estimate #3 was used for estimate purposes.

Note: R/W requirements are of unknown quantity. Have allowed for the worst situation.

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION John Day Slide

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	~~N~~ S	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	~~N~~ S	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	S	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	S	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) NEW (#)	

UTILITIES (LIST BELOW)

COMPANIES

Pacific N. W. Bell
C. P. National

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
1	-	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	1	ACCESS CONTROL (Y/N)	

DESIGN SPEED 55 mph

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				4			12		12			4				
				4			12		12			4				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
~~Rock Inlay (Buttress)~~			AC Paving	4"	
Base Rock	18				

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date [illegible]

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
John Day Slide

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

This is an emergency 0.2 of a mile slide repair project situated on the John Day Highway near the east city limits of John Day. All of the currently considered repair options will require the acquisition of less than one acre of right-of-way for a temporary construction easement.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None: Adjacent land use is devoted to extensive grazing activities and a temporary constructio easement will not adversely affect such activities. Project is consistent with the City of John Day Comprehensive Plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

No adverse impacts on traffic patterns and flow patterns - they will remain unchanged. Safety will be improved as continued slide movement threatens traffic movements. Untreated, the slide area will require continuing extensive repairs to keep the highway in service.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

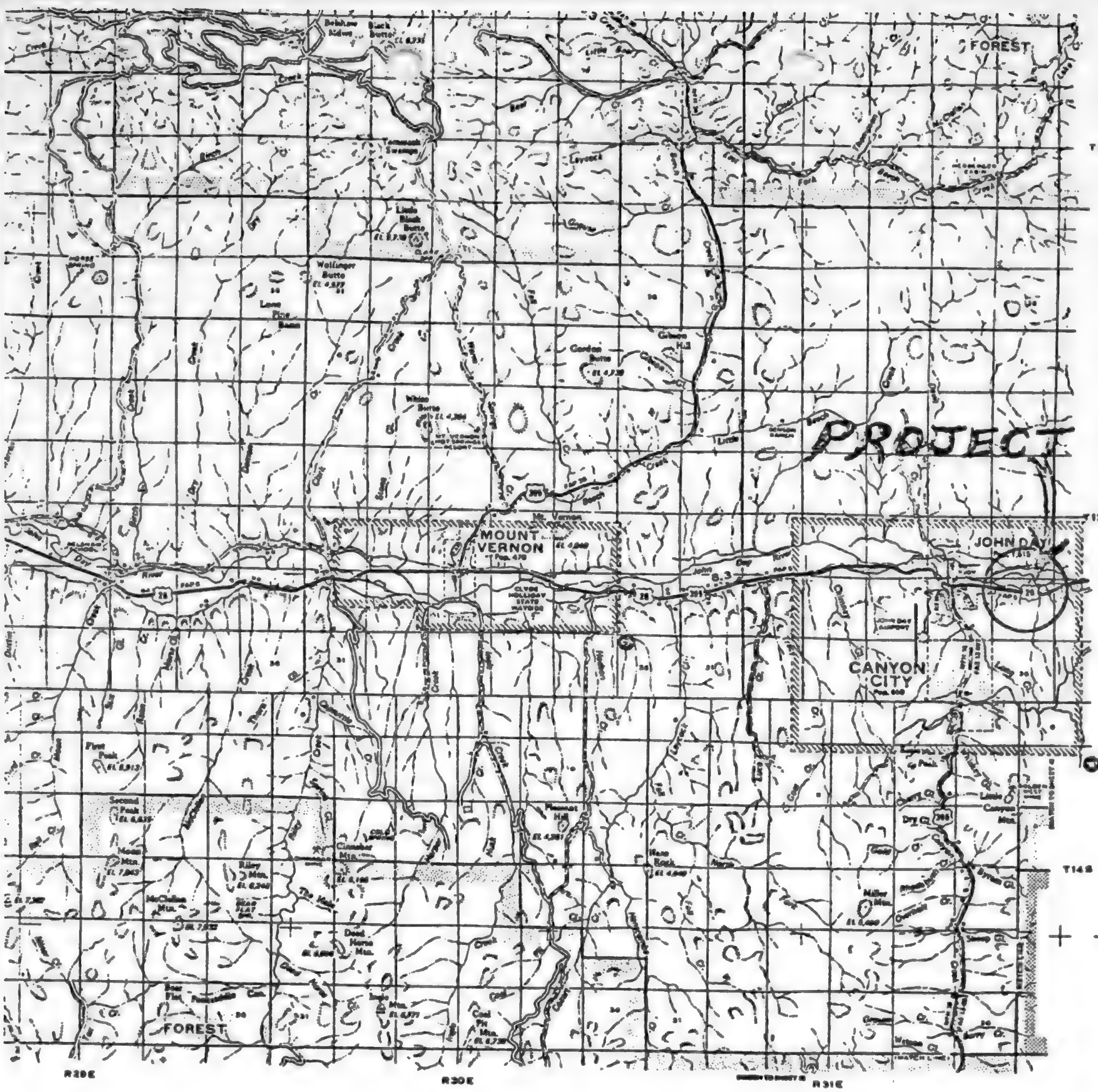
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The proposed project is an emergency slide repair involving the acquisition of less than one acre for a temporary construction easement. No other adverse human or physic impacts are anticipated.

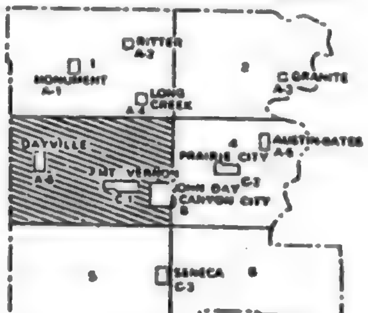
OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	January 23, 1984

[illegible] 1913 (7-82)


PROJECT
FOREST
T12S
T13S
T14S
Little Black Butte
Wolfinger Butte
Lone Pine Basin
Gibson Hill
Gardner Butte
White Butte
MOUNT VERNON
Mt. Vernon
CLYDE HOLLIDAY STATE WAYSIDE
JOHN DAY
CANYON CITY
John Day Airport
First Peak
Second Peak
Moon Mtn.
Riley Mtn.
McClellan Mtn.
Dead Horse Mtn.
Pleasant Hill
Hare Rock
Miller Mtn.
Little Canyon Mtn.
Dry Cr.
Wickiup Cr.
FOREST
R29E
R30E
R31E

ARRANGEMENT OF SHEETS FOR GRANT COUNTY


RITTER A-2
MONUMENT A-1
1
2
GRANITE A-3
LONG CREEK A-2
DAYVILLE A-4
MT VERNON C-1
PRAIRIE CITY C-2
4
AUSTIN-BATES A-5
JOHN DAY CANYON CITY B
SENECA C-3
5
6

Population of Grant County, 1973 census

7,420

GENERAL HIGHWAY MAP

GRANT COUNTY

OREGON

PREPARED BY THE

OREGON STATE HIGHWAY DIVISION

IN COOPERATION WITH THE

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

SCALE

0 1 2 3 4 MILES

0 1 2 3 4 5 6 KILOMETERS

Polyconic Projection
Plane Coordinate on Lambert Projection

1985 Starr Ridge-Cottonwood Cr. 10,019
Sec, John Day-Burns Hwy. N. & S. of
Seneca. (pavement removal)

10,019

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 5, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10019, On Site Work Substantially Completed June 13, 1985
All Work Completed	July 25, 1985
Project	Starr Ridge-Cottonwood Cr.
Highway	John Day-Burns
County	Grant
Type of Work	Pavement Removal
Contractor	R. A. Hatch Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

N

10,019

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Starr Ridge - Cottonwood

WEEK ENDING: August [illegible], 1985

SECTION PREFIX: EA: C10019

HIGHWAY: John Day - Burns

COUNTY: Grant

NAME OF JOB:

KIND OF WORK: Pavement Removal

CONTRACTOR: R.A. Hatch

CONTRACT NUMBER: 10019

FEDERAL AID PROJECT NUMBER: ACT: 900

DATE OF CONTRACT: April 24, 1985

DATE WORK STARTED: May 28, 1985

ESTIMATED COMPLETION DATE: June 22, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 45

CALENDAR DAYS USED 37

SPECIFIED COMPLETION DATE: Junn 22, 1985

PERCENT OF TIME ELAPSED 87

PROJECT AUTHORIZATION: $ 106,507.90

EXCLUSIVE OF ENGINEERING: $ 97,205.90

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 98,350

ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1 %

ENGINEERING AUTHORIZATION $ 9,302

This week; 0

ENGINEERING COST TO DATE $ 4,047

PERCENT OF AUTHORIZATION 43 %

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96

DATE PROJECT WAS COMPLETED: June 13, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

No Equipment this week.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
[illegible]
CONSTRUCTION
SECTION

CE.... CAE .... LS...... TC......
COE.... OM.... SA...... CC......
OE .... FE ...... CP ......
CA .... FGC ....
CAM .... QCS ✓ ....
EEO .... FILE ....

N

10,019

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION: Starr Ridge - Cottonwood	WEEK ENDING: August 30, 1985
		SECTION PREFIX: EA: C10019
	HIGHWAY: John Day - Burns	COUNTY: Grant
NAME OF JOB:	KIND OF WORK: Pavement Removal	
CONTRACTOR: R.A. Hatch	CONTRACT NUMBER: 10019	FEDERAL AID PROJECT NUMBER: ACT: 900
DATE OF CONTRACT: April 24, 1985	DATE WORK STARTED: May 28, 1985	ESTIMATED COMPLETION DATE: June 22, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 45	CALENDAR DAYS USED 37
PROJECT AUTHORIZATION: $ 106,507.90	SPECIFIED COMPLETION DATE: Junn 22, 1985	PERCENT OF TIME ELAPSED 87
EXCLUSIVE OF ENGINEERING: $ 97,205.90	ENGINEERING AUTHORIZATION $ 9,302	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 98,350	This week; 0 ENGINEERING COST TO DATE $ 4,047	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1 %	PERCENT OF AUTHORIZATION 43 %	DATE PROJECT WAS COMPLETED: June 13, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

No Equipment this week.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
CONSTRUCTION SECTION

CE.... CAE .... LS...... TC......
COE.... OM.... SA......CC......
OE .... FE ......CP......
CA............ FQC............
CAM .... GCS ✓............
LEO............ FILE............

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	NO ACTIVITY THIS WEEK.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

STATUS OF WORK: Contract items are complete.

NEXT WEEK: Semi-Final will be submitted to Region,

SIGNED M.J. Gardner LOCATION [illegible]
.J. Gardner, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

HIGHWAY DIVISION FILE: CON

FILE June 13, 1985

Robert N. Bothman
Assistant State Highway Engineer

John Day/Burns Highway Complaint

Received a call from Sue Hildick, Senator Hatfield's Portland office, concerning the grinding project at Seneca.

I attempted to explain the project, however, referred the call to Bob Hector for response.

Later June 7, received a call from Genevieve Nichols, who was the person who called Senator Hatfield's office. She explained her opposition, as well as her neighbors', to the grinding project on the John Day/Burns Highway. She explained that the highway did not need grinding and that there were several sections adjacent to the section being worked on which were full of potholes and needed immediate repair. She indicated they strongly opposed the grinding project.

I tried to explain our project, responding to truckers and our own evaluation of the initial work done last year. In the discussions regarding adjacent sections I could not respond. I asked her to contact Bob Hector.

She attempted to contact Bob Hector who was out. She would not talk to anyone else. By copy of this memo I suggest that Bob Hector contact her when he returns. Her phone number was given to me as 542-2020.

I learned June 13 the project was completed June 7.

RNB:lkm

cc H. S. Coulter
E. S. Hunter
W. E. Schwartz
R. D. Hector

10/[illegible]

CON 21-4 [illegible]

☐ RE ☐ RCE [✓ RME] ROE ☐ RFA

MAR 18 1985
RECEIVED
REGION 5 OFFICE

STATE OF OREGO
Ontario, OR

☐ INTE OFFICE MEMO

TO: J.X. Wilson
Region Maintenance Engineer

DATE: March 18, 1985

FROM: B.N. Hatcher
B.N. Hatcher
Project Manager

SUBJECT: Surface Profiling
Starr Ridge-Cottonwood Creek Section
John Day-Burns Highway
Grant County

In response to your request for comments on John Scofield's letter to Rick Kuehn dated February 13, 1985 concerning the subject project, I make the following observations:

1. I agree with your concerns that cold-planing may not work on cold mix. Maybe it could only be done during cooler temperature periods.

2. Most of the "bumps" on the project are actually dips where the screed settled in the mat due to excess moisture in the mix. These are normally less than 1/4" deep so the proposed 1/4" removal may get them out.

3. Planing should only be performed on selected rough sections of roadway. Much of the northerly ten miles of the project has an acceptable ride.

4. Additional planing to a greater depth will need to be done at the Bear Creek Bridge. This area was patched so many times attempting to get a smooth ride that the bridge rail and guard rail are now below acceptable height. Some guard rail adjustment may also be necessary.

5. Personally, I would like this section to go through another summer of traffic to see if it would smooth itself out before any major work is undertaken to correct it.

6. Another suggestion indirectly pertaining to this project would be the Wickiup Jct.-John Day/Burns Hwy. project which is currently scheduled for a cold mix overlay. If the Starr Ridge Quarry is used as the material source and the aggregate has to be washed to meet specs, I would expect the same rough-riding surface qualities as on this project. A different source should be used, the aggregate have a maximum moisture content spec, or change it to a hot mix.

In new spec's

BNH:clb

3-20-85

cc: ~~D.O. Christensen~~
C.O. Fredrickson } Info

Cy 3.21-85

RECEIVED
MAR 25 1985
ROAD DESIGN SECTION

RDE
BN FDE
LE
SE
FPO Ken
PDE
LFB
GTB
BPC
FD4
CA
Copy All
Return To
B/U / /

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

GRANT Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02850

REGION 5

SECTION Starr Ridge - Cottonwood Creek

Hwy 48 **SURVEY AUTHORITY**

AUTHORIZATION NO. 1

PREFIX 12-1440

DATE 10-15-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 2,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT		2,000	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		100
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		300	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 9,600
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

RECEIVED
1 RDE
PDE
LE
SE
4 PC
2 PDE
LTE
GTE
B Edwards E
ROAD DESIGN SECTION

APPROVED BY O.T.C. 2/26/85

PREPARED BY	DATE 10-15-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 10/15/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE 3-7-85	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02850

SECTION Starr Ridge - Cottonwood Creek			REGION 5
STATE HIGHWAY # 48	HIGHWAY NAME John Day - Burns	MILE POST FROM 15.6 TO 32.3	LENGTH 16.7 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Grant	ROAD/STREET NAME
ROUTE # US 395	FEDERAL AID # 69	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 40	GRADING	(✓)		FILES	(#)	0
RIGHT OF WAY		$ 0	PAVING	(✓)	X	ACRES	(#)	0
ROADWAY	$ 184 ~~535~~		STRUCTURES	(✓)		RELOCATIONS	(#)	0
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 16					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
30% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 60 ~~185~~		DESIGN CATEGORY	(1-7)	6	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 260 ~~716~~	WORK TYPE	(1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 300 ~~756~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2/85	RECOMMENDED FUNDING SOURCE STATE	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	n/a	n/a
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	560	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

Surface design for contract No. 9756 was not adequate. Wearing course is not acceptable for smoothness.

cc: prog Sec
Location
Envion

RECE[illegible]
FEB 22 19[illegible]
LOCATION

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
OCT 17 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

PROPOSED SOLUTION

Construct 2 inch overlay to bring wearing surface up to acceptable smoothness standards.

(See Administration Recommendation)

REQUESTED, REGION ENGINEER X	DATE 10/15/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

	KEY ID # 02850
SECTION Starr Ridge - Cottonwood Creek	REGION 5

PROJECT JUSTIFICATION

This project was constructed under Contract No. 9756 during the 1984 construction season. In an attempt to reduce the cost of the project, but obtain a new roadway surface, we used a design/construction technique calling for CTB with a single lift of emulsified AC mixture from M.P. 15.60 to M.P. 28.50. This technique resulted in a rather rough surface on the CTB, which we were not able to correct with the single course of emulsified AC mixture. Further, we called for preleveling the existing surface with a single course of emulsified AC mix from M.P. 28.50 to 32.3,which gave us the same poor smoothness. The effort to stretch the highway dollar was a fine idea but it just did not work.

In general, it is felt the poor quality of surface smoothness is directly attributable to the surfacing design. Although the CTB was constructed to the specifications and the overlay section was preleveled, we could not achieve an acceptable project. Going further, it is felt emulsified AC should not have been identified for this project. Washing of the aggregate was required in order to meet the cleanliness specification. As a result, the aggegate contained an excessive amount of moisture. Various methods were implemented to dry the material prior to mixing but nothing worked.

It is recommended a two inch overlay of hot AC mix over the entire project to bring this project up to an acceptable level.

ADMINISTRATION RECOMMENDATION

Perform Surface milling in March. If further work is necessary, follow with a chip seal or thin overlay as necessary as a separate project.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02850

SECTION Starr Ridge - Cottonwood Creek

REGION 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

COMPANIES

Not applicable

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	N	ACCESS CONTROL (Y/N)	

DESIGN SPEED	DESIGN STANDARDS
55	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2			11	×	11			2				
				2			11		11			2				

PROPOSED

SUGGESTED BASE DESIGN					
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
B AC overlay		2"			

STRUCTURE DATA							
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 5-2-[illegible]

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02850

SECTION
Starr Ridge - Cottonwood Creek

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

STATEWIDE ASSESSMENT

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X John Preston	963-3177	

734-1913 (7-82)

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

RECEIVED
STATE HWY ENGR
FEB 19 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWARTZ

In Reply Refer to
File No.:

PRO

[illegible] Cottonwood Cr.

Date: February 14, 1985

TO: Oregon Transportation Commission

FROM: H.S. Coulter
State Highway Engineer

SUBJECT: Identification of Six Projects for funding in the Six-Year Program

On your agenda at the February 26 meeting will be a request to approve the identification of the following five projects for construction funding in the Six-Year Program.

SECTION:	Farewell Bend POE Truck Inspection Facility	
HIGHWAY:	Old Oregon Trail	
COUNTY:	Malheur	
PROGRAM YR:	1986 Construction	
FUNDING:	I-4R	
	Total Estimated Cost:	$ 94,000
SECTION:	Ashland Port of Entry - Truck Inspection Bay	
HIGHWAY:	Pacific	
COUNTY:	Jackson	
PROGRAM YR:	1986 Construction	
FUNDING:	I-4R	
	Total Estimated Cost:	$ 94,000
SECTION:	NB I-5 Woodburn Truck Inspection Facility	
HIGHWAY:	Pacific	
COUNTY:	Marion	
PROGRAM YR:	1986 Construction	
FUNDING:	I-4R	
	Total Estimated Cost:	$ 64,000

DISCUSSION: These inspection bays will provide adequate facilities for truck inspection year round, particularly during hours of darkness and periods of inclement weather.

IMPACT: I-4R funds will be available for these projects.

SECTION: Starr Ridge - Cottonwood Creek
HIGHWAY: John Day - Burns Highway
COUNTY: Grant
PROGRAM YR: 1985 Construction
FUNDING: State
Total Estimated Cost: $ 400,000

DESCRIPTION: This project would provide grinding, and if necessary, the appropriate surfacing treatment to correct a very poor quality ride.

IMPACT: The impact will be moderate. There are State funds available.

SECTION: Tualatin Valley Highway (Baseline) at 8th Avenue
HIGHWAY: Tualatin Valley Highway
COUNTY: Washington
PROGRAM YR: 1985 Construction
FUNDING: By Others
Total Estimated Cost: $ 60,000

DISCUSSION: Expansion of Tuality Community Hospital has increased traffic volumes to meet warrants. The cost of the signal will be financed by Tuality Hospital.

IMPACT: No impact on the program.

There is also a need to perform preliminary engineering on the following project. It is requested that it be approved for the development portion of the program.

SECTION: Carmel Knoll Slide
HIGHWAY: Oregon Coast
COUNTY: Lincoln
PROGRAM YR: 1985 Development (Final Plans)
FUNDING: State
Total Estimated Construction Cost: $3,500,000

DISCUSSION: Unstable ground has led to continued slide movement in the area. There have been several accidents in recent years. Maintenance costs are high. The field survey would begin development of a permanent solution which could be added to the Six-Year Highway Improvement Program at its next update (July 1, 1986).

IMPACT: Funds are available. The impact at this time is minor.

cc: Fred D. Miller
R. W. Gormsen
R. N. Bothman
E. S. Hunter
W. E. Schwartz
G. A. Potter
C. O. Fredrickson
D. O. Christensen
L. E. George
Cam Gilmour
R. C. Pool
V. E. Skoog
Region Engineers
George Bell

Con 21-4,
John Day-Burns Hwy.

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION-LOCATION UNIT

TO: Rick Kuehn
Final Design Engineer

DATE: February 13, 1985

FROM: John T. Scofield
Location Field Engineer

SUBJECT: Surface Profiling
Starr Ridge-Cottonwood Creek Section
John Day-Burns Highway
Grant County

Please proceed with preparation of a contract project to correct the rough pavement on the subject project.

The rough ride is to be corrected by profiling (cold planing) with a 12 foot wide cold planer. The process involves the removal of a minimum of ¼ inch from the existing pavement, with additional material removed at high spots. The cutting drum must be controlled for grade and slope with electronic controls, referenced to a ski. The minimum length of ski should be 30 feet.

The project should be set up with bid items for Mobilization, T.P. & D., Equipment Rental for Cold Planer and Truck.

The special provisions should be written to allow us to stop the operation if we decide that the results are not acceptable. We need to let the contract as soon as possible, and give the contractor about one month to complete the work.

After the profiling contract we will have to let a second contract to complete the work. The second contract will consist of a chip seal if the profiling is successful. If the profiling is not successful we will have to let a contract for a thin overlay. We will have to evaluate the profiling and obtain approval prior to proceeding with the second contract.

By a copy of this memo, I am asking Region 5 to identify a site to place the approximately 2500 C.Y.'s of material removed in this process. It may be that they will want to place the material along the shoulders somewhere for widening.

We should be able to have the chip seal aggregates produced by the contractor on the Wickiup Junction-John Day/Burns Highway Overlay Project scheduled for May 23rd.

JTS:rlr
cc: Duane Christensen ✓
Bob Pool
Bob Hector
Ron Noble
Ted Litchfield

RECEIVED
ROAD DESIGN SECTION

1 Doc RDE
FDE
LE
SE
2 FPC JRM
PDE
LFE
GTE
BPC
FD
CA
Copy All
Return To
B/U / /

81-125-1387

[illegible]

ROAD DESIGN SECTION DES 16

Gary Potter
Program Section

November 8, 1984

J. H. Versteeg
Road Design Engineer

Starr Ridge-Cottonwood Creek
John Day-Burns Highway
Grant County

Copy
9795

The Starr Ridge-Cottonwood Creek project was a 16.7 mile cold mix overlay with a mixed in place cement treated base. From a surfacing design perspective the pavement is structurally sound and no further treatment is necessary for an ADT of 600 vehicles.

About 40 to 50% of the pavement surface area is rough and requires some modification to provide an acceptable ride. This section of pavement is too rough to be left without some surface treatment to improve the ride.

There are several alternates that would improve the ride to an acceptable level:

1. A 2" hot mix overlay with an estimated cost of $800,000.
2. A 1½" hot mix overlay over approximately one-half the surface area at an estimated cost of $400,000.
3. An experimental cold weather milling of the surface irregularities plus a chip seal next summer over one-half the project at a total cost of $200,000.
4. The hot planing of the surface area over one-half the project and the placement of a thin ½" hot mix overlay at an estimated cost of $300,000.

I would recommend that we further investigate alternate 3, cold planing, and alternate 4, hot planing with a thin hot mix overlay. If neither of these options are feasible, then placing 1½" hot mix overlay over approximately one-half of the project during 1985 construction season would be recommended.

Attached is a copy of John Scofield's memo of November 8, 1984.

JHV:bn

Atch.

b cc: E. S. Hunter

NOTED
P. SINGER

___ Versteeg
___ Anderson
___ Adams
___ Macnab
___ Edwards
I Turpin
___ Trout
___ Wakerlig

RECEIVED
NOV 8 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To
Bring Up ___/___/___
Action

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: November 6, 1984

FROM: John T. Scofield
Location Field Engineer

SUBJECT: Correction of Ride Problem
Starr Ridge-Cottonwood Creek Section
John Day-Burns Highway

I have put together estimates for alternative correction processes. I discussed the situation with Bill Anhorn today and have included his comments.

Alternate No. 1 - Two-inch A.C. overlay over the entire project. Estimated cost, $800,000.

Bill feels that much of the roughness will be smoothed out under traffic this summer.

Alternate No. 2 - 1 1/2-inch A.C. overlay over 50% of the project with most of the tonnage being placed south of Seneca. Estimated cost, $400,000.

Alternate No. 3 - Cold Plane and Chip Seal 50% of the project. Estimated cost, $200,000.

Bill says that they tried cold planing on a rough A.C. overlay this summer. They used the profilograph and planed in the same procedure we use for P.C.C. He says that they succeeded in getting the profilograph to 7 inches but that the ride is still not good. This is similar to the results on the Columbia River-Powell Blvd. Section on I-205.

If we were to try grinding, we should rent a grinder and experiment. We can rent a grinder for about $20,000 for a week. This is based on hauling the grinder to the project and back and about 5 days work.

I wasn't able to catch Dale Allen to discuss cold planing, but I did talk to Dick Nelson. Dick thinks that cold mix could be milled with grade controls and produce a good ride. He thinks we could do it, even in the summer.

Alternate No. 4 - Heater scarify and Chip Seal 50% of the project. Estimated cost, $275,000.

81-125-1387

The State of Arizona has been the major proponent of heater-scarifying. Mr. Gary Cooper of their construction branch says that Arizona is no longer doing much heater scarifying. This is based on high cost and air pollution problems. He says that it would work for smoothing out a road, but that cold planing works just as well at less cost, and no air pollution problems.

There are heater-scarifyers still available. A contractor in San Francisco has one.

It is interesting to note Bill Anhorn's comments on cold planing to improve ride. He stated that the two-inch hot mix overlay on the Pendleton-John Day Highway south of Pendleton was rougher than the Seneca project. He feels that even with the cold planing that it isn't good. We haven't heard much from the Region about the project.

Alternates 1 and 2 will solve the problem if good practices are followed. Alternate No. 1 is overkill. Alternate No. 3 is the cheapest but should only be pursued on an experimental basis.

We aren't likely to get cooperation from the field for cold planing.

JTS:ge

10,C17

48N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: J. H. Versteeg
Road Design Engineer

DATE: November 1, 1984

FROM: John T. Scofield
Location Field Engineer

SUBJECT: Starr Ridge-Cottonwood Creek
John Day-Burns Highway
Grant County

Attached are comments concerning the Project Prospectus for Starr Ridge-Cottonwood Creek. These comments have been submitted to Gary Potter as per his request.

To help define the rough areas on this project, I am going to initiate a check with the profilograph and the new May's Ride Meter, if available. This will help determine actual patching needs and also help establish a more reliable specification, if needed.

Extensive straight edge testing only turned up a few areas that are out of specs. They have been patched. The project, with unacceptable ride, meets our minimum specifications.

The poor ride is largely due to unstable mix, caused by excess fluids (water and emulsion). After looking at this project, plus the Dayville-Flat Creek Project (Barry Hatcher) and the Matney Road-Merrill Project (Jerry Thackery), I'm sure that the moisture was the largest contributor to the poor pavement.

At this time, the cold mix does not look like it will deteriorate. It has cured like a normal cold mix.

The moisture problem has been addressed in the specifications for future projects.

I am going to pursue gathering data concerning smoothness requirements. This is one of only a very few instances where we have unacceptable ride that is not out of specifications. We will check the use of the profilograph. We will run it on this project and possibly one or two others that are OK to see if it can identify what is "unacceptable." The May's Meter will be investigated also.

1 Versteeg
Anderson
3 Kvenn RK
Macnab
Edwards
Terpin
Trout
Wakerlig

RECEIVED
NOV 27 1984
ROAD DESIGN SECTION

2 Duane
Do Not File ☐
Return to
Bring Up / /
Action

JTS:ge
Attach.

cc Frank Terpin
Steve Macnab
R. D. Hector
Barry Hatcher
Ron Noble
Gordon Beecroft

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: November 1, 1984

FROM: John T. Scofield
Location Field Engineer

SUBJECT: Starr Ridge-Cottonwood Creek
John Day-Burns Highway
Grant County

On October 16, 1984 I went over this project (contract 9756) with Barry Hatcher, Project Manager. I agree with the reports that the project has an unacceptable ride. The quality of the ride varied with the worst portion being from Seneca (M.P. 25) to the south end of the project (M.P. 32.3).

Extensive straight edge testing revealed that the pavement, generally, complied with the smoothness specifications for the project. The contractor patched a few areas that were out of specification. We are pursuing the smoothness specification problem.

The roughness is the result of poor workmanship by the contractor. The excess moisture also contributed to the difficulty in getting a good ride.

To obtain an acceptable ride, another lift of A.C. will be needed over the areas which are unacceptable. It is estimated that 1 1/2 inches of A.C. over 50% of the project will bring it to an acceptable level. This will take about 12,000 tons of A.C.

The project as constructed is structurally adequate. Also, the surfacing design of 12 inches of Cement Treated Base (mixed in-place) with a single 2 1/2-inch lift of Open Graded Emulsion Mix is suitable for this type of project.

JTS:ge

cc J. H. Versteeg
Frank Terpin
C. O. Fredrickson
R. D. Hector
Barry Hatcher
Gordon Beecroft
Ron Noble

81-123-1387

PROJECT PROSPECTUS
PART 1 PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Starr Ridge - Cottonwood Creek	REGION 5

STATE HIGHWAY # 48	HIGHWAY NAME John Day - Burns	MILE POST FROM 15.6 TO 32.3	LENGTH 16.7 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Grant	ROAD/STREET NAME
ROUTE # US 395	FEDERAL AID # 69	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 40	GRADING (✓)		FILES	(#)	0
RIGHT OF WAY		$ 0	PAVING (✓)	X	ACRES	(#)	0
ROADWAY	$ 535		STRUCTURES (✓)		RELOCATIONS	(#)	0
STRUCTURES	$		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 16				RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
30% ~~40%~~ ENGINEERING & CONTINGENCIES	$ 165		DESIGN CATEGORY (1-7)	6	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 716	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$ 756					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 2 / 85	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	n/a	n/a
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	560	
YEAR OF AVERAGE DAILY TRAFFIC	1983	

DEFINE THE PROBLEM

Surface design for contract No. 9756 was not adequate. Wearing course is not acceptable for smoothness.

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
OCT 17 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

PROPOSED SOLUTION

Construct 2 inch overlay to bring wearing surface up to acceptable smoothness standards.

REQUESTED, REGION ENGINEER X	DATE 10/15/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJEC PROSPECTUS

PART 1 — PR ECT REQUEST (Cont.)

-SEE INSTRUCTIONS ON REVERSE-

KEY ID #

SECTION
Starr Ridge - Cottonwood Creek

REGION
5

PROJECT JUSTIFICATION

This project was constructed under Contract No. 9756 during the 1984 construction season. In an attempt to reduce the cost of the project, but obtain a new roadway surface, we used a design/construction technique calling for CTB with a single lift of emulsified AC mixture from M.P. 15.60 to M.P. 28.50. This technique resulted in a rather rough surface on the CTB, which we were not able to correct with the single course of emulsified AC mixture. Further, we called for preleveling the existing surface with a single course of emulsified AC mix from M.P. 28.50 to 32.3,which gave us the same poor smoothness. The effort to stretch the highway dollar was a fine idea but it just did not work.

In general, it is felt the poor quality of surface smoothness is directly attributable to the surfacing design. Although the CTB was constructed to the specifications and the overlay section was preleveled, we could not achieve an acceptable project. Going further, it is felt emulsified AC should not have been identified for this project. Washing of the aggregate was required in order to meet the cleanliness specification. As a result, the aggegate contained an excessive amount of moisture. Various methods were implemented to dry the material prior to mixing but nothing worked.

It is recommended a two inch overlay of hot AC mix over the entire project to bring this project up to an acceptable level.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

-SEE INSTRUCTIONS ON REVERSE-

KEY ID #

SECTION: Starr Ridge - Cottonwood Creek

REGION: 5

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	S	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	▨	SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES		(LIST BELOW)	

COMPANIES: Not applicable

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	N	ACCESS CONTROL (Y/N)	

DESIGN SPEED: 55

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2			11	×	11			2				
				2			11		11			2				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
B AC overlay		2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Starr Ridge - Cottonwood Creek

REGION
5

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

STATEWIDE ASSESSMENT

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X John Preston	TELEPHONE NUMBER 963-3177	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

PROJEC PROSPECTUS
PART 4 — URVEY AUTHORITY

*SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION	Starr Ridge - Cottonwood Creek
REGION	5
AUTHORIZATION NO.	
PREFIX	
DATE	10-15-84

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 10,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		2,000.	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

PREPARED BY Logan C Young	DATE 10/15/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 10/15/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

10,019.   48 N

U.S. Department of Transportation
Federal Highway Administration

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project F-69(3)
Starr Ridge-Cottonwood Creek Section
John Day - Burns Highway
Pavement Design

Date: December 20, 1983

From: Division Administrator

Reply to Attn. of: HFO.4/5-OR

To: Mr. H. S. Coulter, State Highway Engineer
Salem, Oregon

The surfacing design for both units of the above project has been reviewed.

The surfacing design for Unit No. 1, M.P. 15.1 to M.P. 28.8 is satisfactory and is approved.

The surfacing design for Unit No. 2, M.P. 28.5 to M.P. 32.3, does not indicate the total crushed base equivalent (CBE) or the CBE credit which has been assigned to the new surfacing for this unit. It would appear that the surfacing for Unit No. 2 is under designed if the design criteria for Unit No. 1 is applied to the proposed "new work" section for Unit No. 2.

Your comments on the surfacing design for this project would be appreciated.

Original Signed By
G. K. HOSSNER
Field Operations
Engineer
Dale E. Wilken

cc:
OSHD (H Versteeg)
OSHD (J Scofield)
OSHD (G Potter)

1 Versteeg ✓
Anderson
V Adams A
3 Macnab M
Stoudenmeyer
Terpin
Trout
Wakerlig

RECEIVED
DEC 22 1983
ROAD DESIGN SECTION

Do Not File
Return To
Bring Up / /
Action

REFERRED TO
Watson Mann
Cole Stoudenmeyer
/ Eriksen FE King
Beard Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Get with Scofield & settle. P

See Scofields "Memo To File" 12-27-83 which supports Base Design for Project and provides info. requested. F. Eriksen 1-4-84

48

February 23, 1983

DES 16

Dale Wilken
Division Administrator
Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

1 Versteeg ✓
Anderson
Adams
Olson
2 Sullivan sHm
Terpin
Trout
Wakerlig

RECEIVED
FEB 24 1983
ROAD DESIGN
SECTION

Do Not File
Return To
Bring up
Action

Star Ridge-Cottonwood Cr.
John Day-Burns Highway
Grant County

The primary purpose of this Federal-aid project is to extend the service life, restore the pavement section and skid resistance of the pavement with an overlay and widening and reconstruction plus upgrading the guardrail. This section is 16.7 miles in length with an ADT of about 700.

The typical section is proposed as 26 feet in width, two 11-foot lanes and two-foot shoulders. This typical can be constructed within the existing right-of-way and is consistant with adjacent sections on this highway.

We request your approval of this exception to AASHTO standards.

J. H. Versteeg
Road Design Engineer

By

Original signed by D. R. ADAMS

Donald R. Adams, P.E.
Final Design Engineer

DNS:rw

cc: D. N. Stoudenmeyer

November 15, 1985

American Insurance Co.
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

CON 5
#10,019

Contract No. 10,019 awarded to R. A. Hatch Co. for pavement removal on the Starr Ridge-Cottonwood Creek Section of the John Day-Burns Highway in Grant County was completed on July 25, 1985 and accepted by the State Highway Division on November 5, 1985.

Final payment in the amount of $2,000 will be released to the contractor after November 20, 1985. The total contract amount is $99,610 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: R. A. Hatch Co.
P.O. Box 6179
Bend, OR 97708

Corroon & Black of Oregon
P.O. Box 8699
Portland, OR 97207

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

FKN:arc

NOTED ON CARD
11-15-85 ac

1985 Mt. Hood & Hood R. Hwys. 10,020
Patching Proj. on Mt. Hood & Hood R.
Hwys.

10,020

2

June 5, 1986

CON 5 - #10,020

The American Insurance Company
Attn: Fidelity & Surety Dept.
P.O. Box 3825
Portland, OR 97208

On June 2, 1986, we wrote to you concerning release of final payment on Contract No. 10,020 awarded to Mid Columbia Paving Co. for work on the Mt. Hood and Hood River Highways Patching Project in Hood River County.

Final payment on this contract is $2,025.00 and the total contract amount is $136,030.93 including $613.13 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Mid Columbia Paving Co.
c/o Walt Haneke
P.O. Box 501
The Dalles, OR 97058

Mid Columbia Paving Co.
P.O. Box 9574
Yakima, WA 98909

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

10,020

STATE OF OREGON — **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10020

TO: Robert Gormsen
Manager, Commission Services

DATE: May 23, 1986

FROM: Wendell E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10020 , On Site Work Substantially Completed August 15, 1985

All Work Completed March 10, 1986

Project Mt. Hood & Hood River Hwys. Patching Proj.

Highway Mt. Hood and Hood River

County Hood River

Type of Work Paving

Contractor Mid-Columbia Paving Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

mailed [illegible]

6/2/86
surety-letter
written

RECEIVED
MAY 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

42 10,020 N.

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Mt. Hood & Hood River Hwys Patching Project

WEEK ENDING: August 24, 1985

SECTION PREFIX: C10020

HIGHWAY: Mt. Hood & Hood River

COUNTY: Hood River

NAME OF JOB: Mt. Hood & Hood Riv. Hwys Patching

KIND OF WORK: Paving

CONTRACTOR: Mid Columbia Paving Co.

CONTRACT NUMBER: C10020

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 24, 1985

DATE WORK STARTED: August 12, 1985

ESTIMATED COMPLETION DATE: August 31, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: August 31, 1985

PERCENT OF TIME ELAPSED: 26

PROJECT AUTHORIZATION: $ 162,847.53

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

EXCLUSIVE OF ENGINEERING: $ 149,934.51

ENGINEERING AUTHORIZATION: $ 12,913.02

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 149,934.51

ENGINEERING COST TO DATE: $ 6326.49

DATE PROJECT WAS COMPLETED: August 15, 1985

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . 0 %

PERCENT OF AUTHORIZATION . . . . . . 49 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					4000 tons
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

COE
OE
CA
CAM
EEO

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	**NO ACTIVITY** - August 18 to August 24, 1985
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Job substantially completed August 15, 1985

SIGNED ______________ LOCATION ______________

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

1985 Bly Rock Production Proj. 10,021
on Klamath Falls-Lakeview Highway
south of Bly.

10,021

November 15, 1985

Safeco Insurance Company
4101 S.W. Kruse Way
Lake Oswego, OR 97034

CON 5
#10,021

Contract No. 10,021 awarded to Morse Bros., Inc. for the Bly Rock Production Project on the Klamath Falls-Lakeview Highway in Klamath County was completed on September 11, 1985 and accepted by the State Highway Division on November 6, 1985.

Final payment in the amount of $500 will be released to the contractor after November 20, 1985. The total contract amount is $166,533.50 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

FKN:arc

NOTED ON CARD
11-15-85 ac

10,021

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 6, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10021, On Site Work Substantially Completed July 12, 1985

All Work Completed September 11, 1985

Project Bly Rock Production

Highway Klamath Falls-Lakeview

County Klamath

Type of Work Rock Production

Contractor Morse Bros., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

RECEIVED
NOV 6 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: BLY ROCK PRODUCTION

WEEK ENDING: JULY 20, 1985

SECTION PREFIX: C10021

HIGHWAY: KLAMATH FALLS-LAKEVIEW

COUNTY: KLAMATH

NAME OF JOB: BLY ROCK PRODUCTION

KIND OF WORK: ROCK PRODUCTION

CONTRACTOR: MORSE BROS., INC.

CONTRACT NUMBER: C10021

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: APRIL 24, 1985

DATE WORK STARTED: MAY 15, 1985

ESTIMATED COMPLETION DATE:

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS:

WORK DAYS USED:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 199,311.68

SPECIFIED COMPLETION DATE: JULY 15, 1985

PERCENT OF TIME ELAPSED:

EXCLUSIVE OF ENGINEERING: $ 183,507.23

ENGINEERING AUTHORIZATION: $ 15,804.45

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 166,226.62

ENGINEERING COST TO DATE: $ 13,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: OVERRUN / UNDERRUN ______%

PERCENT OF AUTHORIZATION: 82 %

DATE PROJECT WAS COMPLETED: JULY 15, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

S I Z E	1/2"-#10	1/4"-#10			
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	26,000	2,600			
TOTAL QUANTITIES CORRECTED TO DATE	23,722	2,801			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	23,722	2,801			
AVERAGE DAILY QUANTITIES	0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			
NUMBER OF SHIFTS PER DAY	0	0			
HOURS PER SHIFT	0	0			

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14				
MONDAY 15				
TUESDAY 16				
WEDNESDAY 17				
THURSDAY 18				
FRIDAY 19				
SATURDAY 20				

RECEIVED
JUL 22 1985
CONSTRUCTION SECTION

CE.... CAE.... LS.... TC....
COE.... OM.... SA.... CC....
OE.... FE.... CP....
CA.... FQC....
CAM.... CCS....
LEO.... FILE....

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

14 SUNDAY	NO WORK
15 MONDAY	NO WORK
16 TUESDAY	NO WORK
17 WEDNESDAY	NO WORK
18 THURSDAY	NO WORK
19 FRIDAY	NO WORK
20 SATURDAY	NO WORK

REMARKS

CONTRACTOR COMPLETED SHAPING STOCKPILES AND MOVED OUT.
PROJECT MANAGER MET WITH MIKE MORSE AND STEVE SHERMAN, BLM, ON TUESDAY,
JULY 16, 1985, AT JOB SITE, WENT OVER RECLAIMATION PLAN.
SECOND NOTIFICATION SUBMITTED.
SEMI-FINAL SUBMITTED TO REGION 7-18-85.
FINAL REPORT.

SIGNED
Richard J. Steyskal, Project Manager

LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

1985 Poodle Cr.-Knight Rd. (Unit 10,022
1) Sec, Florence-Eugene Hwy. W. Veneta
(bikeway)

STATE OF OREGON

Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5
10022

TO: Jim Gix
Region 3 Engineer

DATE: May 30, 1986

FROM: Gerald Wimer Jerry
Construction Operations Engineer

SUBJECT: Poodle Creek-Knight Road
Contract No. 10022

W. E. SCHWARTZ

This project was signed off May 16, 1986, by the Quality Control Unit with no penalty for the asphalt concrete pavement. However, some aspects of the matter should be brought to your attention to prevent repeating.

The plans clearly show matching the edge of the existing pavement with no arrangements in either the plans or specifications for an overlay or feathering onto the existing pavement. Such may have been very appropriate and should have been included in the contract, if that was the intention, or changed by Price Agreement.

A belated Price Agreement was submitted not to make the above change, but rather to revert to a Broad Band with no provision for a "Job Mix Formula". The Price Agreement was not approved.

After the fact records were submitted changing the mix design to a finer mix "to permit the feathering of new asphalt concrete pavement at the quarter panel". Strange that the finer design did not show up on the plant report, is after the fact and what is needed to wipe out all penalty, and is not the finest mix allowed by the Broad Band.

It makes me wonder why the base course, too, had to be the finer mix and whether four percent more passing the 1/4-inch and number 10 screens really were all that necessary for the work or just to eliminate the penalty.

This is no way to conduct business. We should be upfront in the future so no question can remain of the fairness or appropriateness. If I can be of help in this regard or answer any questions on this matter, please let me know.

GW:mk

cc: W. E. Schwartz
Bill Quinn

05291m

RECEIVED
STATE HWY ENGR
MAY 30 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

10,022

April 21, 1986

CON 5 - #10,022

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

On April 14, 1986, we wrote to you concerning release of final payment on Contract No. 10,022 awarded to Morse Bros., Inc. for work on the Poodle Creek-Knight Road (Unit 1) Section of the Florence-Eugene Highway in Lane County.

Final payment on this contract is $1,500.00 and the total contract amount is $118,859.32. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

10,022

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
#10022

TO: Robert Gormsen
Manager, Commission Services

DATE: April 1, 1986

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10022, On Site Work Substantially Completed June 29, 1985

All Work Completed January 22, 1986

Project Poodle Creek-Knight Road (Unit 1)

Highway Florence-Eugene

County Lane

Type of Work Bikeway

Contractor Morse Bros., Inc.

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-14-86 - Surety letter written.

on report

04 5

noted [illegible]

RECEIVED
APR 4 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,022

N

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Poodle Cr - Knight Rd.

WEEK ENDING: October 5, 1985

SECTION PREFIX: EA# C10022

HIGHWAY: Florence-Eugene

COUNTY: Lane

NAME OF JOB: Poodle Cr. Knight Rd.(Unit 1)

KIND OF WORK: Bikeway

CONTRACTOR: Morse Bros., Inc.

CONTRACT NUMBER: 10,022

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 24, 1985

DATE WORK STARTED: June 10, 1985

ESTIMATED COMPLETION DATE: Complete

AVERAGE FORCE ON PROJECT FOR THE WEEK: 0

MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: June 30, 1985

PERCENT OF TIME ELAPSED: N/A

PROJECT AUTHORIZATION: $ 141,225.78

EXCLUSIVE OF ENGINEERING: $ 130,027.26

ENGINEERING AUTHORIZATION $ 11,198.52

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 125,000.00

ENGINEERING COST TO DATE $ 9,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 96

ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 3.6 %

PERCENT OF AUTHORIZATION 80 %

DATE PROJECT WAS COMPLETED: June 29, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.99	0.99			0.99
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

EA # C10022 Report # 17 DATE: Oct. 5, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

9/29/85 SUNDAY	No Activity this week.
9/30/85 MONDAY	
10/1/85 TUESDAY	
10/2/85 WEDNESDAY	
10/3/85 THURSDAY	
10/4/85 FRIDAY	
10/5/85 SATURDAY	

REMARKS

STATUS: 1st Notification 6/10/85.
2nd Notification 6/29/85
Semi-final estimate to be submitted upon
This will be the last report.

SIGNED D. W. Greene, Project Manager LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

May 29, 1985

Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

CON 5
#10,022

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,022 for a bikeway on the Poodle Creek-Knight Road (Unit 1) Section of the Florence-Eugene Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

wlp
Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
D. W. Greene

MORSE BROS.
Highway Construction Group

April 22, 1985

Oregon Department of Transportation
Transportation Building
Room 121
Salem, Oregon 97310

RE: DBE Goals - Poodle Creek - Knight Road
5%

Dear Sirs:

We have as sub-contractors for the Poodle Creek - Knight Rd. the following company:

Romero/Cabrera Sign Construction Co.
950 E 37th Avenue
Eugene, Oregon 97405

Items that they will do are:

Item 2	LUMP SUM	$2750.00
Item 3	268 s.f. @ 9.00	2412.00
Item 4	4 ea @ 86.00	344.00
Item 23	30 ea @ 17.50	525.00
	TOTAL:	$6031.00

Sincerely,

Gordon Loeschen

Gordon Loeschen
Superintendent
Morse Bros., Inc.

RECEIVED
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc John Widmer

Eugene Division • 1001 Division Ave. • Eugene, OR 97404 • Phone (503) 689-6600

STATE OF OREGON **INTEROFFICE MEMO**

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES

DATE: May 17, 1985

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 18, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened April 18, 1985 on the following projects:

1. Monroe-Crow Creek
   Pacific West Highway
   Benton and Lane Counties
   Paving
   Overlay

   Pursuant to ORS Chapter 366.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Clatsop and Washington County Oiling Project
   Fishhawk Falls and Sunset Highways
   Clatsop and Washington Counties
   Paving
   Oiling

   Same as No. 1.

3. Westport Ferry Slip
   Clatsop County
   Decking
   Same as No. 1.

4. Postponed

5. Star Ridge-Cottonwood Creek
   John Day-Burns Highway
   Grant County
   Pavement Removal

   Same as No. 1.

6. Mt. Hood and Hood River Highways Patching Project
   Mt. Hood and Hood River Highways
   Hood River County
   Paving
   Overlay-Patching

   Same as No. 1.

7. Bly Rock Production
   Klamath Falls-Lakeview Highway
   Klamath County
   Aggregate Crushing

   Same as No. 1.

8. Poodle Creek-Knight Road, Unit 1
   Florence-Eugene Highway
   Lane County
   Bikeway

   Four-foot bike lanes being constructed on both sides of the highway.

9. 10th Avenue-1st Avenue (Junction City)
   Pacific Highway West
   Lane County
   Signal

   Intersection revision. Pedestrian signals will be installed. Sidewalks with ramps will be constructed.

10. Sellwood Bridge-Palatine Hill Road
    Oswego Highway
    Multnomah County
    Paving
    Overlay

    Same as No. 1.

HSC:RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

DATE: July 20, 1984

TO: Oregon Transportation Commission

PRO

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Requests for Approval to Add Eight Projects and Accelerate Four Projects on the Six Year Program

On the Agenda for your consideration at the July 31 meeting will be a request to add the following projects to the Six Year Highway Improvement Program:

SECTION: Klamath Falls-Lakeview Hwy. @ East Pine Grove Road
HIGHWAY: Klamath Falls-Lakeview
COUNTY: Klamath
PROGRAM YR.: 1985
FUNDING: State Highway Engineer's Discretionary Fund
State Participation: $45,000
Klamath County Participation: $30,000
Total Estimated Cost: $75,000

DESCRIPTION: Installation of left-turn lane to improve intersection in vicinity of subdivision area. Project has cooperative funding and local support. Can be constructed within the existing right-of-way.

IMPACT: State funds plus local funds, so there will be negligible impact on the Program

SECTION: S.E. Yamhill-S.E. Division
HIGHWAY: Cascade Highway North
COUNTY: Multnomah
PROGRAM YR.: 1985
FUNDING: State Highway Engineer's Discretionary Fund
Total Estimated Cost: $185,000

DESCRIPTION: Several drainage sumps along 82nd Avenue have either been damaged or deteriorated. This project would repair the old sumps and construct some new ones.

IMPACT: State discretionary funding so there will be negligible impact on the Program.

SECTION: Pacific Hwy. W.-Boones Ferry Rd. (Hall Blvd. Bikeway)
HIGHWAY: Beaverton-Tualatin
COUNTY: Washington
PROGRAM YR.: 1985
FUNDING: State Bike Fund
Total Estimated Cost: $20,000

DESCRIPTION: Region indicates a significant need for a bikeway along Hall Blvd. City of Tigard Public Works and Tigard Parks Board are in favor. This project would involve a reconnaissance survey to identify location and prioritize units for construction.

IMPACT: Funds are available, the impact will be small.

SECTION: Linn County Line-Suttle Lake (Phase 2)
HIGHWAY: Santiam
COUNTY: Jefferson
PROGRAM YR.: Development for Program Year 1986.
FUNDING: FA

DESCRIPTION: Region recommends advancing this project from the "Considered" to the "Development" portion of the Program so that PE can be performed. The project would upgrade 3,000 feet of poor alignment, provide a 3.73 mile passing lane and overlay the remainder of the roadway.

IMPACT: Funds are available, the impact will be small.

SECTION: Johnson Creek Bridge
HIGHWAY: Cascade Highway North
COUNTY: Multnomah
PROGRAM YR.: 1986
FUNDING: State Highway Engineer's Discretionary Funding: $ 80,000
Federal Hazard Elimination: $ 80,000
Total Estimated Cost: $160,000

DESCRIPTION: The structure would be widened for greater safety. It is eligible for $80,000 in Federal HES funds.

IMPACT: State discretionary and HES funds so there will be negligible impact on the Program.

SECTION: Target Meadows Road-Blue Mountain Summit
HIGHWAY: Weston-Elgin Highway
COUNTY: Umatilla and Union
PROGRAM YR.: 1985
FUNDING: Public Lands Highway Funds $485,000
Forest Highway Funds $345,000
Total Estimated Cost: $830,000

DESCRIPTION: This project involves shoulder repair, widening and resurfacing. Funds are available due to savings realized on an adjacent project which has been let.

IMPACT: In effect, more work than anticipated can be accomplished within the original funding levels. The impact on the Program will be positive.

SECTION: Yaquina Bay Bridge Cathodic Protection Demonstration
HIGHWAY: Oregon Coast Highway
COUNTY: Lincoln
PROGRAM YR.: 1985
FUNDING: FHWA Demonstration Projects Division
Total Estimated Cost: $60,000

DESCRIPTION: This project would involve demonstration and evaluation of a cathodic protection treatment on the Yaquina Bay Bridge. The area of application will be the beams and deck underside on two spans totalling 106 feet in length.

IMPACT: The funds for this project were not anticipated so the impact on the program will be positive.

SECTION: I-82 Port of Entry
HIGHWAY: McNary Highway
COUNTY: Umatilla
PROGRAM YR.: 1985
FUNDING: I-4R
Estimated Total Cost: $2,150,000

DESCRIPTION: This project is for a Port of Entry facility at the interchange of the new McNary Highway (I-82) and the Columbia River Highway. These facilities have proven very effective in enforcement of size and weight regulations and in the collection of revenues due the state.

IMPACT: Funds will be available, this project will not impact the program adversely.

Also on the Agenda at the July 31 meeting will be a request to accelerate four State Bikeway projects to Program Year 1985. This is necessary to satisfy the 1 percent expenditure requirement.

A description of the projects follows:

SECTION: Cannon Beach Jct.-Circle Bridge Rd. (Bikeway)
HIGHWAY: Oregon Coast
COUNTY: Clatsop
FUNDING: State Bikeway
Total Estimated Cost: $100,000
PROGRAM YR.:
CURRENT: 1986
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Mt. Vernon-John Day (Unit 1)(Bikeway)
HIGHWAY: John Day
COUNTY: Grant
FUNDING: State Bikeway
Total Estimated Cost: $150,000
PROGRAM YR.:
CURRENT: 1986
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Millican Cr.-McMinnville (Bikeway)(Unit 1)
HIGHWAY: Pacific West
COUNTY: Yamhill
FUNDING: State Bikeway
Total Estimated Cost: $300,000
PROGRAM YR.:
CURRENT: 1987
PROPOSED: 1985
IMPACT: Negligible.

SECTION: Poodle Cr.-Knight Rd. (Bikeway)(Unit 1)
HIGHWAY: Florence-Eugene
COUNTY: Lane
FUNDING: State Bikeway
Total Estimated Cost: $250,000
PROGRAM YR.:
CURRENT: 1987
PROPOSED: 1985
IMPACT: Negligible.

I recommend approval and request authorization to sign necessary agreements on your behalf.

RM:pf sl

bc Fred D. Miller
R. W. Gormsen
Robert N. Bothman
E. S. Hunter
W. E. Schwartz
G. A. Potter
C. O. Fredrickson
J. H. Versteeg
V. E. Skoog
E. L. Hardt
D. D. Allen
D. O. Christensen
J. J. Gix
R. D. Hector
George Bell

1985 Tenth Ave.-1st Avenue 10,023
(Junction City) Sec, Pac. Hwy. W.
(traffic signal installation)

10,023

```
FMLN120              AGREEMENT TABLE MAINTENANCE/INQUIRY                  11/22/91
FUNCTION: V V=VIEW   A=ADD  C=CHANGE  D=DELETE  P=PRINT  R=RECALL TRANS
            E=VIEW BATCH ERRORS

AGENCY          : 02     AGREEMENT-NUMBER : F00432    AGREEMENT-SUFFIX : 00
AGREEMENT-TYPE  : D      START-DATE       : 05 22 85  END-DATE         : 09 21 87
                                                 FHWA-FINAL-VOUCH-DATE : 11 09 91
DESCRIPTION     : 10TH AV-1ST AV(JCTC

                                  *** BILLING-DATA ***
AUTH-AMOUNT     :        8134.45  CYCLE     : 8    SOURCE      : 843000
AUTH-PERCENT    :   90.00         BILL-METH: A     AGCY-SRCE : 65
AUTH-AMOUNT-IND:                  ADV-DEP   :      APPN-GRANT: 141
VENDOR-NUMBER   : 32775           VEND-SUF  : 00   PROJECT-ID: HES 0003012
CE-LIMIT        :         947.00  PART-IND  :

                                *** REFERENCE SEGMENT ***     CREATE DATE: 06/08/85
EA : C10023   SUBJOB: 081 UNIT: 8020 OVHD-PCT:     0.00 LAST UPDATE: 11/12/91
                                     OVHD-TC  :             LAST OPID   : 2GAL
                                                            LAST AUTH   : EDW2
CLEAR=LOGOFF  PF1=ENTER/RETAIN   PF2=DELETE TRANS     PF3=RETURN
PF4=OVERRIDE  PF7=BACKWARD       PF8=FORWARD          PF11=MENU

4BÜ             Aa               C1--T380F212   R 3  C 12        13:46 11/22/91
```

8000.00

134.45

```
FMLN120             AGREEMENT TABLE MAINTENANCE/INQUIRY                  11/22/91

FUNCTION: V V=VIEW   A=ADD   C=CHANGE   D=DELETE   P=PRINT   R=RECALL TRANS
            E=VIEW BATCH ERRORS

AGENCY          : 02    AGREEMENT-NUMBER : F00431    AGREEMENT-SUFFIX : 00
AGREEMENT-TYPE  : D     START-DATE       : 05 22 85  END-DATE         : 09 21 87
                                              FHWA-FINAL-VOUCH-DATE : 11 09 91
DESCRIPTION     : 10TH AV-1ST AV(JCT C

                           *** BILLING-DATA ***
AUTH-AMOUNT     :    134322.27  CYCLE    : 8     SOURCE     : 843000
AUTH-PERCENT    :  90.00        BILL-METH: A     AGCY-SRCE  : 65
AUTH-AMOUNT-IND:                ADV-DEP  :       APPN-GRANT: 141
VENDOR-NUMBER   : 32775         VEND-SUF : 00    PROJECT-ID: HES 0003012
CE-LIMIT        :     15935.00  PART-IND :

                         *** REFERENCE SEGMENT ***    CREATE DATE: 06/08/85
EA : C10023   SUBJOB: 011 UNIT: 8020 OVHD-PCT:    0.00 LAST UPDATE: 11/12/91
                                     OVHD-TC :         LAST OPID   : 2GAL
                                                       LAST AUTH   : EDW2
CLEAR=LOGOFF  PF1=ENTER/RETAIN   PF2=DELETE TRANS   PF3=RETURN
PF4=OVERRIDE  PF7=BACKWARD       PF8=FORWARD        PF11=MENU

4BÜ             Aa               C1--T380F212   R 3  C 12        13:46 11/22/91
```

$134,322

10 223

```
REPORT NO: FMBL015-1                         OREGON DEPARTMENT OF TRANSPORTATION                              PAGE   613
                                                     HIGHWAY DIVISION                                   RUN 11/21/91  1:54
                                                  SUMMARY BILLING REPORT
                                                                   -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                   FHWA PARTICIPATING   NON-PARTICIPATING         CALCULATIONS

 0003-012 FEDERAL PROJECT

  141 FED. APPR.: HAZ ELIMIN PROG
   F00478 AGREEMENT  BILLING PERIOD: 11/14/91 TO 11 20 91  HES -0003-012

    EA -  SUBJOB    EA-SUBJOB TITLE                          ST CLS
    ------------ ----------------------------------------- -- ----

    C0201916-000 PAC HWY W010TH ST(JCT CTY                   02 C                   348.03
    C0201916-011 PAC HWY W010TH ST(JCT CTY                   02 C                20,459.64
                                                                   ------------------ ------------------
   F00478                                       EXPENDITURE TOTAL            20,807.67 +               0.00 =        20,807.67
                                                                   ------------------ ------------------ -----------------
             EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:          20,807.67 +               0.00 =        20,807.67
                                                                                                         =================

   F00478-00 FEDERAL HIGHWAY                         NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:         18,726.90         PERCENT:       90.00%
             FHWA SHARE                                                    18,726.90                    =        18,726.90
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                 18,726.90
                                                                                                         -----------------
             FHWA CURRENT BILLING AMOUNT                                                                              0.00
                                                                                                         =================
                                                                   ------------------ ------------------
   F00478 AGREEMENT                EXPENDITURE TOTAL LESS: FHWA SHARE       2,080.77 +               0.00 =         2,080.77
                                                                                                         =================
```

```
REPORT NO: FMBL015-1                         OREGON DEPARTMENT OF TRANSPORTATION                              PAGE   614
                                                     HIGHWAY DIVISION                                   RUN 11/21/91  1:54
                                                  SUMMARY BILLING REPORT
                                                                   -------------EXPENDITURE TOTAL-------- ---------BILLING---
                                                                   FHWA PARTICIPATING   NON-PARTICIPATING         CALCULATIONS

 0003-012 FEDERAL PROJECT

  141 FED. APPR.: HAZ ELIMIN PROG
   F00520 AGREEMENT  BILLING PERIOD: 11/14/91 TO 11 20 91  HES -0003-012

    EA -  SUBJOB    EA-SUBJOB TITLE                          ST CLS
    ------------ ----------------------------------------- -- ----

    C0202538-000 10TH AVE(JUNC CTY)                          03                      40.22
    C0202538-011 10TH AVE(JUNC CTY)                          03                   2,894.86
                                                                   ------------------ ------------------
   F00520                                       EXPENDITURE TOTAL             2,935.08 +               0.00 =         2,935.08
                                                                   ------------------ ------------------ -----------------
             EXPENDITURE TOTAL LESS EXCESS CE AND DEFERRED COST:           2,935.08 +               0.00 =         2,935.08
                                                                                                         =================

   F00520-00 FEDERAL HIGHWAY                         NO: 32775     -00
             FHWA AUTHORIZED AMOUNT:          2,641.57         PERCENT:       90.00%
             FHWA SHARE                                                     2,641.57                    =         2,641.57
             LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                  2,641.57
                                                                                                         -----------------
             FHWA CURRENT BILLING AMOUNT                                                                              0.00
                                                                                                         =================
                                                                   ------------------ ------------------
   F00520 AGREEMENT                EXPENDITURE TOTAL LESS: FHWA SHARE         293.51 +               0.00 =           293.51
                                                                                                         =================
  ****************************************************************************************************************************
  141 FED. APPR: HAZ ELIMIN PROG                             TOTAL           23,742.75 +               0.00 =        23,742.75
  *          FHWA AUTHORIZED AMOUNT:         21,368.47
  *          FHWA SHARE                                                    21,368.47                    =        21,368.47
  *          LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                 21,368.47
                                                                                                         -----------------
             FHWA CURRENT BILLING AMOUNT                                                                              0.00
  ****************************************************************************************************************************

  0003-012 FEDERAL PROJECT                       EXPENDITURE TOTAL           23,742.75 +               0.00 =        23,742.75
  **         FHWA AUTHORIZED AMOUNT:         21,368.47
  **         FHWA SHARE                                                    21,368.47                    =        21,368.47
  **         LESS: FHWA AMOUNT PREVIOUSLY BILLED                                                                 21,368.47
  **                                                                                                     -----------------
  **         FHWA CURRENT BILLING AMOUNT                                                                              0.00
  ****************************************************************************************************************************
```

OFFICE DATA - OREGON FEDERAL-AID PROJECTS

OREGON STATE HIGHWAY DIVISION

Item No. 40001

Project No. HES-3 (12)

Project 10th Ave.-1st Ave. (Junction City) Section Highway Pacific Hwy. West County Lane

Type of Work PE & Traffic Signal Length-Rdy. Brs. Total

PR-1 Estimate - Date Submitted 10-3-83 Amount 86,000 Government 77,400 State 8,600 Co. City –

PA. Estimate - Date Submitted 10-20-83 Amount 16,000 Government 14,400 State 1,600- Co. City –

Rev PA Estimate - Date Submitted 10-23-84 Amount 19,000 Government 17,100 State 1,900 Co. City –

Mod PA. Estimate - Date Submitted 5-17-85 Amount 178,451- Government 160,605 - State 17,846 - Co. City –

" " Estimate - Date Submitted Amount Government State Co. City

Estimate - Date Submitted Amount Government State Co. City

Preliminary Engineering Phase I 10-12-83 Phase II 10-12-83 Rights of Way 10-10-84 Construction 3-27-85 Other

Project Agreement - Amount 14,400 Date 10-21-83 State Contract No. 10,023 P.P.R. Copy 7-1-85

Modified Agreement - Amount 17,100 Date 10-31-84 State Contract No. P.P.R. Copy

Modified Agreement - Amount 160,605 Date 5-22-85

Modified Agreement - Amount Date

Modified Agreement - Amount Date

Modified Agreement - Amount Date

Modified Agreement - Amount Date

Pro-rata 90.0% Group 1 Group 2 Group 3 Group 8 Group 9

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix 20-1916	Prefix 20-2538	Prefix 20-1001	Prefix
Final	10-17-91		163,571.96					
	Total							

FORM 734-3144 (Rev. 11-78)

```
REPORT NO: FMRP930-1                          OREGON DEPARTMENT OF TRANSPORTATION                         PAGE     23
RRN:          3951                                FINANCIAL MANAGEMENT SYSTEM                             RUN 09/24/91 18:58
AGY: 02  RPT TYPE: TB                     JOB COST SUMMARY WITH STATE FORCE ORDERS LISTED

 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                    TOTAL                TOTAL
     CHRG UNIT                                                 AMOUNT              QUANTITY

 C0202538000  10TH AVE(JUNC CTY)
               NO TITLE FOUND
   920          PROJECT PROGRAMMING
    001          REGULAR WORK TIME

     0631         NO TITLE FOUND                                      40.22                 2.00

****001          REGULAR WORK TIME      TOTAL                         40.22                 2.00
***920          PROJECT PROGRAMMING     TOTAL                         40.22                 2.00

**             NO TITLE FOUND           TOTAL                         40.22                 2.00
*C0202538000  10TH AVE(JUNC CTY)        TOTAL                         40.22                 2.00
```

10,003

```
 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                     TOTAL               TOTAL
     CHRG UNIT                                                   AMOUNT             QUANTITY

 C0202538011  10TH AVE(JUNC CTY)
               NO TITLE FOUND
   899          ACTIV NOT ON SRC DOC
    299          OBJ NOT ON SRC DOC

     0100         STATE HWY ENGR ADM                              2,767.95                 .00

****299          OBJ NOT ON SRC DOC      TOTAL                    2,767.95                 .00
***899          ACTIV NOT ON SRC DOC    TOTAL                    2,767.95                 .00

   910          PREPARE R/W MAPS
    001          REGULAR WORK TIME

     7111         ROADWAY DESCRIPTIONS                               90.36                9.00

****001          REGULAR WORK TIME       TOTAL                       90.36                9.00

    030          OVERTIME

     7111         ROADWAY DESCRIPTIONS                               25.99                2.00

****030          OVERTIME                TOTAL                       25.99                2.00
***910          PREPARE R/W MAPS        TOTAL                      116.35               11.00

   913          PLAN RELOC R/R LIASN
    504          ODOT-REPROGRAPHICS

     7111         ROADWAY DESCRIPTIONS                               10.26                 .00

****504          ODOT-REPROGRAPHICS      TOTAL                       10.26                 .00

    560          PUBL - BK, CHRT, MP,

     7111         ROADWAY DESCRIPTIONS                                 .30                1.00

****560          PUBL - BK, CHRT, MP,    TOTAL                         .30                1.00
***913          PLAN RELOC R/R LIASN    TOTAL                       10.56                1.00

**             NO TITLE FOUND          TOTAL                    2,894.86               12.00
*C0202538011  10TH AVE(JUNC CTY)      TOTAL                    2,894.86               12.00
```

```
 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                           TOTAL                TOTAL
     CHRG UNIT                                        AMOUNT              QUANTITY

 C0201916000  PAC HWY W@10TH ST(JC
                NO TITLE FOUND
   920           PROJECT PROGRAMMING
    001           REGULAR WORK TIME

     0631          NO TITLE FOUND                              74.12                 4.00

****001           REGULAR WORK TIME    TOTAL                   74.12                 4.00
***920           PROJECT PROGRAMMING   TOTAL                   74.12                 4.00

   923           ENV STUD
    001           REGULAR WORK TIME

     7510          ENGINEERING UNIT                           174.56                12.00
     7520          PROJECT MGMT UNIT                           99.35                 4.00

****001           REGULAR WORK TIME    TOTAL                  273.91                16.00
***923           ENV STUD              TOTAL                  273.91                16.00

**              NO TITLE FOUND         TOTAL                  348.03                20.00
*C0201916000  PAC HWY W@10TH ST(JC     TOTAL                  348.03                20.00
```

-10,003

3-27-65

```
REPORT NO: FMRP930-1                                  OREGON DEPARTMENT OF TRANSPORTATION                                    PAGE     19
RRN:          3951                                        FINANCIAL MANAGEMENT SYSTEM                                        RUN 09/24/91 13:58
AGY: 02  RPT TYPE: TB                           JOB COST SUMMARY WITH STATE FORCE ORDERS LISTED

 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                       TOTAL                 TOTAL
     CHRG UNIT                                                     AMOUNT               QUANTITY

 C0201916011  PAC HWY W@10TH ST(JC
               NO TITLE FOUND
   899          ACTIV NOT ON SRC DOC
    299          OBJ NOT ON SRC DOC

     0100         STATE HWY ENGR ADM                                 20,459.64                      .00

****299          OBJ NOT ON SRC DOC      TOTAL                       20,459.64                      .00
***899          ACTIV NOT ON SRC DOC    TOTAL                        20,459.64                      .00

**             NO TITLE FOUND           TOTAL                        20,459.64                      .00
*C0201916011  PAC HWY W@10TH ST(JC      TOTAL                        20,459.64                      .00
REPORT NO: FMRP930-1                        OREGON DEPARTMENT OF TRANSPORTATION                              PAGE   132
RRN:          3951                            FINANCIAL MANAGEMENT SYSTEM                                   RUN 09/24/91 18:58
AGY: 02  RPT TYPE: TB                 JOB COST SUMMARY WITH STATE FORCE ORDERS LISTED

 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                 TOTAL               TOTAL
     CHRG UNIT                                               AMOUNT              QUANTITY

 C10023  000  10TH AVE-1ST AVE(JCT
               NO TITLE FOUND
   010          SUPERVISION & ADMIN.
    001          REGULAR WORK TIME

     0813         FINAL ESTIMATES                                 72.50                 4.02
     0821         QUALITY CONTROL                                 40.22                 2.00
     0830         EEO PROGRAM                                    272.81                11.00

****001          REGULAR WORK TIME        TOTAL                  385.53                17.02
***010          SUPERVISION & ADMIN.      TOTAL                  385.53                17.02

   140          STRIPING
    424          SIGN SIG REFLC MARK

     3100         MAINT DIST 5 ADM                                82.35                 3.00

****424          SIGN SIG REFLC MARK      TOTAL                   82.35                 3.00
***140          STRIPING                  TOTAL                   82.35                 3.00

   141          PAVEMENT LEGEND MARK
    001          REGULAR WORK TIME

     3140         SIGN CREW, DIST 5                              227.02                16.00

****001          REGULAR WORK TIME        TOTAL                  227.02                16.00

    550          RENT OF EQT-ASSGN

     3140         SIGN CREW, DIST 5                               72.00                 8.00

****550          RENT OF EQT-ASSGN        TOTAL                   72.00                 8.00
***141          PAVEMENT LEGEND MARK      TOTAL                  299.02                24.00

   286          RESRCH&TESTF LITGAT
    001          REGULAR WORK TIME

     0812         CONTRACT CLAIMS                                102.69                 4.00

****001          REGULAR WORK TIME        TOTAL                  102.69                 4.00
***286          RESRCH&TESTF LITGAT       TOTAL                  102.69                 4.00

    899          ACTIV NOT ON SRC DOC
```

SFO #1

10003

```
 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                           TOTAL                  TOTAL
     CHRG UNIT                                         AMOUNT                 QUANTITY

 C10023  000  10TH AVE-1ST AVE(JCT
               NO TITLE FOUND
   899          ACTIV NOT ON SRC DOC
    001          REGULAR WORK TIME

     8020         LARRY LINDLEY, REG 3                          43.84                  4.00

****001          REGULAR WORK TIME       TOTAL                 43.84                  4.00

    199          DATA PROC EQT CHG

     3015         NO TITLE FOUND                                11.35                   .00

****199          DATA PROC EQT CHG       TOTAL                 11.35                   .00

    260          RNT/LSE-BLDGS/OFICES

     8020         LARRY LINDLEY, REG 3                         150.00                   .00

****260          RNT/LSE-BLDGS/OFICES    TOTAL                150.00                   .00

    490          EQT REPR SH SVC

     8020         LARRY LINDLEY, REG 3                       7,050.00                282.00

****490          EQT REPR SH SVC         TOTAL              7,050.00                282.00

    504          ODOT-REPROGRAPHICS

     0100         STATE HWY ENGR ADM                            72.60                   .00
     8020         LARRY LINDLEY, REG 3                          6.72                   .00

****504          ODOT-REPROGRAPHICS      TOTAL                 79.32                   .00

    550          RENT OF EQT-ASSGN

     3000         REGION 3 ADM                                  21.60                  8.00

****550          RENT OF EQT-ASSGN       TOTAL                 21.60                  8.00

    555          HWY DIV - DATA ENT

     0521         NO TITLE FOUND                                13.70                 52.02
 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                      TOTAL                 TOTAL
     CHRG UNIT                                                   AMOUNT               QUANTITY

 C10023  000  10TH AVE-1ST AVE(JCT
               NO TITLE FOUND
   899          ACTIV NOT ON SRC DOC
    555          HWY DIV - DATA ENT

     0531         NO TITLE FOUND                                      6.59                 25.00

****555          HWY DIV - DATA ENT     TOTAL                        20.29                 77.02
***899          ACTIV NOT ON SRC DOC    TOTAL                     7,376.40                371.02

   900          PROG ENGR-PROJ MGR
    001          REGULAR WORK TIME

     3000         REGION 3 ADM                                      212.13                 12.00
     3015         NO TITLE FOUND                                    823.58                 45.00
     3050         TRAFFIC OPS, REG 3                                472.51                 22.00
     8020         LARRY LINDLEY, REG 3                            8,742.13                685.50
     8022         ROBB PAUL, REG 3                                   92.17                  8.00
     8039         CHUCK CURTIS, REG 2                                92.18                  8.00
     8054         LEE FRANKLIN, REG 2                               167.56                 16.00

****001          REGULAR WORK TIME      TOTAL                    10,602.26                796.50

    030          OVERTIME

     3015         NO TITLE FOUND                                     66.29                  2.50
     3050         TRAFFIC OPS, REG 3                                 96.65                  3.00
     8007         (VACANT) REG 2                                    440.70                 25.50
     8020         LARRY LINDLEY, REG 3                               31.16                 17.62
     8022         ROBB PAUL, REG 3                                   17.28                  1.02

****030          OVERTIME               TOTAL                       652.08                 49.64

    130          STATY&OFF SUP-EXPEND

     8020         LARRY LINDLEY, REG 3                                8.83                   .00

****130          STATY&OFF SUP-EXPEND   TOTAL                         8.83                   .00

    138          POSTAGE

     8020         LARRY LINDLEY, REG 3                                5.00                   .00

****138          POSTAGE                TOTAL                         5.00                   .00
```

```
REPORT NO: FMRP930-1                         OREGON DEPARTMENT OF TRANSPORTATION                              PAGE   135
RRN:           3951                            FINANCIAL MANAGEMENT SYSTEM                                    RUN 09/24/91 18:58
AGY: 02  RPT TYPE: TB                  JOB COST SUMMARY WITH STATE FORCE ORDERS LISTED
 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                       TOTAL                 TOTAL
     CHRG UNIT                                                    AMOUNT                QUANTITY

 C10023  000  10TH AVE-1ST AVE(JCT
               NO TITLE FOUND
   900          PROG ENGR-PROJ MGR
    146          FREIGHT AND EXPRESS

      8020        LARRY LINDLEY, REG 3                              13.49                     .00

****146          FREIGHT AND EXPRESS    TOTAL                       13.49                     .00

    260          RNT/LSE-BLDGS/OFICES

      8020        LARRY LINDLEY, REG 3                             100.00                     .00

****260          RNT/LSE-BLDGS/OFICES   TOTAL                      100.00                     .00

    280          JANTL SVC LEAS BLDG

      8020        LARRY LINDLEY, REG 3                              20.00                     .00

****280          JANTL SVC LEAS BLDG    TOTAL                       20.00                     .00

    550          RENT OF EQT-ASSGN

      3000        REGION 3 ADM                                      78.40                   24.00
      8020        LARRY LINDLEY, REG 3                              65.60                   24.00

****550          RENT OF EQT-ASSGN      TOTAL                      144.00                   48.00
***900          PROG ENGR-PROJ MGR      TOTAL                   11,545.66                  894.14

   901          PROJ ENG CONSUL
    001          REGULAR WORK TIME

      7611        TRAFFIC DESIGN GRP                               452.06                   21.02

****001          REGULAR WORK TIME      TOTAL                      452.06                   21.02
***901          PROJ ENG CONSUL         TOTAL                      452.06                   21.02

   940          MATERIALS TESTING
    001          REGULAR WORK TIME

      8022        ROBB PAUL, REG 3                                  87.67                    8.00
      8213        EUGENE INSP CREW                                 186.47                   12.00
      8221        OFFICE SERVICES                                  108.44                    7.02
 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                     TOTAL                 TOTAL
     CHRG UNIT                                                   AMOUNT                QUANTITY

 C10023  000  10TH AVE-1ST AVE(JCT
               NO TITLE FOUND
   940          MATERIALS TESTING
    001          REGULAR WORK TIME


****001          REGULAR WORK TIME      TOTAL                382.58                 27.02

    550          RENT OF EQT-ASSGN

     8213         EUGENE INSP CREW                              9.20                  4.00

****550          RENT OF EQT-ASSGN      TOTAL                  9.20                  4.00

    551          HWY DIV. - MATL TST

     3011         GEOLOGY UNIT, REG 3                         121.50                 14.28
     8020         LARRY LINDLEY, REG 3                         71.06                  8.08
     8054         LEE FRANKLIN, REG 2                         275.00-                 1.02-
     8213         EUGENE INSP CREW                             48.00                  3.06
     8214         NO TITLE FOUND                               70.00                  1.02
     8215         PORTLAND INSP CREW                          228.00                  3.06

****551          HWY DIV. - MATL TST    TOTAL                263.56                 28.48
***940          MATERIALS TESTING       TOTAL                655.34                 59.50

**             NO TITLE FOUND           TOTAL             20,899.05              1,393.70
*C10023  000  10TH AVE-1ST AVE(JCT      TOTAL             20,899.05              1,393.70
REPORT NO: FMRP930-1                          OREGON DEPARTMENT OF TRANSPORTATION                          PAGE   137
RRN:           3951                              FINANCIAL MANAGEMENT SYSTEM                               RUN 09/24/91 18:58
AGY: 02  RPT TYPE: TB                     JOB COST SUMMARY WITH STATE FORCE ORDERS LISTED

 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                  TOTAL               TOTAL
     CHRG UNIT                                                AMOUNT              QUANTITY

 C10023   001  10TH AVE-1ST AVE(JCT
                NO TITLE FOUND
   899           ACTIV NOT ON SRC DOC
    281           JANTL SVC ST OWN BLD

     8020          LARRY LINDLEY, REG 3                            20.00                   .00

****281           JANTL SVC ST OWN BLD   TOTAL                     20.00                   .00

    349           INT ON PYMTS-NON CON

     8020          LARRY LINDLEY, REG 3                           144.98                   .00

****349           INT ON PYMTS-NON CON   TOTAL                    144.98                   .00
***899           ACTIV NOT ON SRC DOC    TOTAL                    164.98                   .00

   900           PROG ENGR-PROJ MGR
    001           REGULAR WORK TIME

     8020          LARRY LINDLEY, REG 3                            14.59                   .00

****001           REGULAR WORK TIME      TOTAL                     14.59                   .00

    189           SVC PROV BY OTHR ST

****189           SVC PROV BY OTHR ST    TOTAL                       .00                   .00

***900           PROG ENGR-PROJ MGR      TOTAL                     14.59                   .00

**              NO TITLE FOUND           TOTAL                    179.57                   .00
*C10023   001  10TH AVE-1ST AVE(JCT      TOTAL                    179.57                   .00
REPORT NO: FMRP930-1                       OREGON DEPARTMENT OF TRANSPORTATION                          PAGE   138
RRN:          3951                              FINANCIAL MANAGEMENT SYSTEM                             RUN 09/24/91 18:58
AGY: 02  RPT TYPE: TB                  JOB COST SUMMARY WITH STATE FORCE ORDERS LISTED

 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                                 TOTAL                 TOTAL
     CHRG UNIT                                               AMOUNT                QUANTITY

 C10023  010  10TH AVE-1ST AVE(JCT
               NO TITLE FOUND
   900          PROG ENGR-PROJ MGR
    598          LUMP SUM ENG COST

     0521         NO TITLE FOUND                                   1,354.68                    .00

****598          LUMP SUM ENG COST      TOTAL                      1,354.68                    .00
***900          PROG ENGR-PROJ MGR      TOTAL                      1,354.68                    .00

**             NO TITLE FOUND           TOTAL                      1,354.68                    .00
*C10023  010  10TH AVE-1ST AVE(JCT      TOTAL                      1,354.68                    .00
 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                               TOTAL               TOTAL
     CHRG UNIT                                             AMOUNT             QUANTITY

 C10023  011  10TH AVE-1ST AVE(JCT
               NO TITLE FOUND
   899          ACTIV NOT ON SRC DOC
    199          DATA PROC EQT CHG

     8020          LARRY LINDLEY, REG 3                          40.47                .00
****199          DATA PROC EQT CHG       TOTAL                  40.47                .00
     299          OBJ NOT ON SRC DOC
     8020          LARRY LINDLEY, REG 3                         969.72                .00
****299          OBJ NOT ON SRC DOC      TOTAL                 969.72                .00
    300          FRML CONTR-CONST R/W
     8020          LARRY LINDLEY, REG 3                     129,307.76                .00
****300          FRML CONTR-CONST R/W    TOTAL             129,307.76                .00
    302          RTG ON CONTR-IN BANK

****302          RTG ON CONTR-IN BANK    TOTAL                    .00                .00
    450          HARDW & ELEC MATL
     8020          LARRY LINDLEY, REG 3                         429.57               6.00
****450          HARDW & ELEC MATL       TOTAL                 429.57               6.00
***899          ACTIV NOT ON SRC DOC     TOTAL             130,747.52               6.00
   900          PROG ENGR-PROJ MGR
    598          LUMP SUM ENG COST
     0521          NO TITLE FOUND                           1,354.68-                .00
****598          LUMP SUM ENG COST       TOTAL              1,354.68-                .00
***900          PROG ENGR-PROJ MGR       TOTAL              1,354.68-                .00
**             NO TITLE FOUND            TOTAL            129,392.84                6.00
*C10023  011  10TH AVE-1ST AVE(JCT       TOTAL            129,392.84                6.00
 EA/SUBJOB
  SF
   ACTIVITY
    OBJ DETL                                             TOTAL                 TOTAL
     CHRG UNIT                                           AMOUNT                QUANTITY

 C10023  081  10TH AVE-1ST AVE(JCT
                NO TITLE FOUND
   899           ACTIV NOT ON SRC DOC
    199           DATA PROC EQT CHG

     8020           LARRY LINDLEY, REG 3                        1.66                   .00

****199           DATA PROC EQT CHG      TOTAL                  1.66                   .00

    299           OBJ NOT ON SRC DOC

     8020           LARRY LINDLEY, REG 3                       47.20                   .00

****299           OBJ NOT ON SRC DOC     TOTAL                 47.20                   .00

    300           FRML CONTR-CONST R/W

     8020           LARRY LINDLEY, REG 3                    7,944.50                   .00

****300           FRML CONTR-CONST R/W   TOTAL              7,944.50                   .00

    302           RTG ON CONTR-IN BANK

****302           RTG ON CONTR-IN BANK   TOTAL                   .00                   .00
***899           ACTIV NOT ON SRC DOC    TOTAL              7,993.36                   .00

**              NO TITLE FOUND           TOTAL              7,993.36                   .00
*C10023  081  10TH AVE-1ST AVE(JCT       TOTAL              7,993.36                   .00
FMLN120          AGREEMENT TABLE MAINTENANCE/INQUIRY              09/26/89

FUNCTION: C V=VIEW  A=ADD  C=CHANGE  D=DELETE  P=PRINT  R=RECALL TRANS
            E=VIEW BATCH ERRORS

AGENCY          : 02    AGREEMENT-NUMBER : F00520   AGREEMENT-SUFFIX : 00
AGREEMENT-TYPE  : D     START-DATE       : 10 31 84  END-DATE        : 09 21 87
                                                FHWA-FINAL-VOUCH-DATE :
DESCRIPTION     :

                              *** BILLING-DATA ***
AUTH-AMOUNT     :                 CYCLE     :      SOURCE      :
AUTH-PERCENT    :                 BILL-METH:       AGCY-SRCE   :
AUTH-AMOUNT-IND:                  ADV-DEP   :      APPN-GRANT:
VENDOR-NUMBER   :                 VEND-SUF  :      PROJECT-ID:
CE-LIMIT        :                 PART-IND  :

                          *** REFERENCE SEGMENT ***    CREATE DATE: 06/08/85
EA :          SUBJOB:      UNIT:       OVHD-PCT:        LAST UPDATE: 07/05/89
                                       OVHD-TC :        LAST OPID   : GON6
                                                        LAST AUTH   : EDW2
CLEAR=LOGOFF   PF1=ENTER/RETAIN   PF2=DELETE TRANS
PF3=RETURN     PF7=BACKWARD       PF8=FORWARD         PF11=MENU
RECORD ADDED SUCCESSFULLY
```

378-6578

9-26-89 I NEVER CHANGED
THIS END DATE
TOLD DAVE NO
CHANGE

10023

10,023

Date: September 25, 1987 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Cam Gilmour, Manager
Program Section

Subject: Project No. HES-3(12)
10th Ave.-1st Ave. (Junction City) Section
Pacific Highway West
Lane County

Enclosed for your approval are two copies of final Right-of-way Plan Sheets, Nos. 1 and 2, for the above titled project. Please return one approved copy of each for our records.

RDF:bkb
Enc.
cc: Don Aman

DATE: 1-20-87

NEED Right-of-Way Plans FOR:

~~PROJECT: 10th Ave. - 1st Ave. (Junction City)~~
Section

Highway: Pacific Highway West

County: LANE

PROJECT NO.: HES-3(12)

Beginning of Project Sta. M.P. 109.25

End of Project Sta. M.P. 104.70

Right-of-Way
MAP NO.: 1R-4-837

Construction Plan No.: 18V-201 (Contract No. 10023)

Prefix: C020-2538-011-910

File No.: 54086, 54087

jc   cc: OSHD (Rulien)

10,023

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 3	COUNTY Lane	DIVISION Oregon
DATE OF REPORT 9/15/87	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. HES-3(12)
COMPLETION DATE (Actual) 11/15/85	ACCEPTANCE DATE BY CONRTACT AGENCY 6/23/87	TIME ELAPSED 100 %	CONTRACT TIME S.C.D. 11/15/85

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

10TH AVENUE - 1ST AVENUE (JUNCTION CITY)
PACIFIC HIGHWAY WEST
Traffic Signal

Work completed under this project consisted of the construction of roadway and traffic signal at the intersection of 10th Avenue, traffic signal revisions at 1st Avenue and 6th Avenue, and the construction of signals interconnect system between 10th Avenue and 1st Avenue all along Pacific Highway West in the city of Junction City. A contract in the amount of $129,444.45 was awarded Mid-Continent Industrial Services, Inc., Albany, Oregon on 5/8/85. Work began on 9/16/85 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes on11/15/85 (the specified completion date) at a final cost of $158,132.22 which includes $128,930.49 for original bid item work, $8,321.77 for work completed under approved price agreements, $8,079.96 for work completed under State Force Orders (signal testing, turn-on, and striping) and $12,800 for construction engineering.

A statement of overruns and underruns is attached to the Division office copy of this report.

- RRA -

RECEIVED
STATE HWY ENGR
SEP 23 '87
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ cy 9/29

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. Price	
TITLE Area Engineer	DATE 9/17/87	TITLE District Engineer	DATE 9/21/87

FORM FHWA 1446B
(Rev. 2-84)
PREVIOUS EDITIONS MAY BE USED.

10,023

July 14, 1987

Employers Insurance of Wausau
9400 SW Beaverton Hwy.
Suite 300
Beaverton, OR 97005

CON 5 - #10,023

On June 26, 1987, we wrote to you concerning release of final payment on Contract No. 10,023 awarded to Mid Continent Industrial Services, Inc. for traffic signal installation on the Tenth Avenue-First Avenue (Junction City) Section of Pacific Highway West in Lane County.

Final payment on this contract is $2,100.00 and the total contract amount is $137,252.26. No work was performed under force account.

Fran Neavoll
COMMISSION SERVICES

cgc

cc: Mid Continent Industrial Services, Inc.
4505 Marion SE
P.O. Box 889
Albany, OR 97321

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. O. Fredrickson
Walt Hart
James J. Gix

```
 OREGON DEPARTMENT OF TRANSPORTATION                                         07/10/87
          HIGHWAY DIVISION
NT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE                  PAGE    1

    ESTIMATE NUMBER: 005          MID CONTINENT INDUSTRIAL

NTRACT             LIQUIDATED               RETAINAGE          FORCE ACCOUNT               NETPAY
AYMENT               DAMAGE                                        AMOUNT

137,252.26                0.00                   0.00                    0.00          137,252.26
137,252.26                0.00               2,100.00                    0.00          135,152.26

      0.00                0.00               2,100.00-                   0.00            2,100.00

NTRACT             LIQUIDATED               RETAINAGE          FORCE ACCOUNT               NETPAY
AYMENT               DAMAGE                                        AMOUNT

      0.00                0.00               1,978.20-                   0.00            1,978.20
      0.00                0.00                 121.80-                   0.00              121.80

      0.00                0.00               2,100.00-                   0.00            2,100.00


ION 3

RETAINAGE

  .00
```

```
                              OREGON DEPARTMENT OF TRANSPORTATION
                                       HIGHWAY DIVISION
FMCP010-1      CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE
```

7-10-87 C146

```
 CONTRACT NUMBER:  C10023          ESTIMATE NUMBER: 005          MID CONTINENT INDUSTRIAL

                             CONTRACT          LIQUIDATED          RETAINAGE         FORCE ACCOUNT
 NUMBER      NUMBER          PAYMENT             DAMAGE                                  AMOUNT

 AMOUNT TO DATE:              137,252.26             0.00               0.00                0.00
 PRIOR AMOUNT:                137,252.26             0.00           2,100.00                0.00

 PRESENT AMOUNT:                    0.00             0.00           2,100.00-               0.00

 EA-         SUB-            CONTRACT          LIQUIDATED          RETAINAGE         FORCE ACCOUNT
 NUMBER      NUMBER          PAYMENT             DAMAGE                                  AMOUNT

 C10023       011                   0.00             0.00           1,978.20-               0.00
 C10023       081                   0.00             0.00             121.80-               0.00

            TOTAL                   0.00             0.00           2,100.00-               0.00




 PROJECT MANAGER-LINDLEY - REGION 3

 TYPE OF RETAINAGE : STANDARD RETAINAGE

 LUMP SUM          :           .00

 PERCENT RETAINED  :
```

AYMENT VOUCHER

COUNTY LANE	CONTRACT NO. C10023	ESTIMATE NO. 5
HIGHWAY PACIFIC HIGHWAY WEST	FEDERAL AID PROJECT NO. HES 0003012	
SECTION 10TH AVE-1ST AVE(JUNCTION CITY)		

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ION	LUMP SUM	12000.0000	100.000	12000.00	12000.00	
PROTECTION AND DIRECT TRAFFIC	LUMP SUM	2000.0000	100.000	2000.00	2000.00	
SIGNS	SQ FT	5.0000	444.800	2224.00	2224.00	
BARRICADES	EACH	60.0000	22.000	1320.00	1320.00	
	HOUR	20.0000	81.000	1620.00	1620.00	
F STRUCTURES AND OBSTRUCTION	LUMP SUM	735.0000	100.000	735.00	735.00	
XCAVATION	CU YD	9.5000	364.700	3464.65	3464.65	
EGATE BASE	TON	9.2000	516.200	4749.04	4749.04	
ASPHALT CONCRETE	TON	44.0000	139.070	6119.08	6119.08	
WALKS WITH RAMPS	SQ YD	15.3500	6.600	101.31	101.31	
WALKS WITH RAMPS	SQ YD	15.3500	159.100	2442.19	2442.19	
CURBS	LIN FT	9.9000	347.800	3443.22	3443.22	
IGNAL INSTALL COMPLETE	LUMP SUM	68712.0000	92.000	63215.04	63215.04	
IGNAL INSTALL COMPLETE	LUMP SUM	68712.0000	8.000	5496.96	5496.96	
CONTROLLER EQUIPMENT COMPL	LUMP SUM	20000.0000	100.000	20000.00	20000.00	
GREEMENT ITEMS						
INATION	LUMP SUM	5709.0000	100.000	5709.00	5709.00	
OPS	LUMP SUM	107.0000	95.000	101.65	101.65	
OPS	LUMP SUM	107.0000	5.000	5.35	5.35	
RIVEWAY	SQ YD	26.2800	25.600	672.77	672.77	
TE GUTTER	SQ FT	6.0000	305.500	1833.00	1833.00	
PG. 01 C10023	TOTAL CONTRACT ITEMS			137252.26	137252.26	
	FORCE ACCOUNT					

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY LANE	CONTRACT NO. C10023	ESTIMATE NO. 5	
HIGHWAY PACIFIC HIGHWAY WEST	FEDERAL AID PROJECT NO. HES 0003012		
SECTION 10TH AVE-1ST AVE(JUNCTION CITY)			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	11 MOBILIZATION	LUMP SUM	12000.0000	100.000	12000.00	12000.00
002	11 TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	2000.0000	100.000	2000.00	2000.00
003	11 TEMPORARY SIGNS	SQ FT	5.0000	444.800	2224.00	2224.00
004	11 TEMPORARY BARRICADES	EACH	60.0000	22.000	1320.00	1320.00
005	11 FLAGGERS	HOUR	20.0000	81.000	1620.00	1620.00
006	11 REMOVAL OF STRUCTURES AND OBSTRUCTION	LUMP SUM	735.0000	100.000	735.00	735.00
007	11 GENERAL EXCAVATION	CU YD	9.5000	364.700	3464.65	3464.65
008	11 1"-0 AGGREGATE BASE	TON	9.2000	516.200	4749.04	4749.04
009	11 CLASS "C" ASPHALT CONCRETE	TON	44.0000	139.070	6119.08	6119.08
010	11 CONCRETE WALKS WITH RAMPS	SQ YD	15.3500	6.600	101.31	101.31
010	81 CONCRETE WALKS WITH RAMPS	SQ YD	15.3500	159.100	2442.19	2442.19
011	11 CONCRETE CURBS	LIN FT	9.9000	347.800	3443.22	3443.22
012	11 TRAFFIC SIGNAL INSTALL: COMPLETE	LUMP SUM	68712.0000	92.000	63215.04	63215.04
012	81 TRAFFIC SIGNAL INSTALL: COMPLETE	LUMP SUM	68712.0000	8.000	5496.96	5496.96
013	11 MODEL 170 CONTROLLER EQUIPMENT COMPL	LUMP SUM	20000.0000	100.000	20000.00	20000.00
	PRICE AGREEMENT ITEMS					
3001A	11 ADD ILLUMINATION	LUMP SUM	5709.0000	100.000	5709.00	5709.00
3002A	11 CHANGE LOOPS	LUMP SUM	107.0000	95.000	101.65	101.65
3002A	81 CHANGE LOOPS	LUMP SUM	107.0000	5.000	5.35	5.35
3003A	11 TYPE "A" DRIVEWAY	SQ YD	26.2800	25.600	672.77	672.77
3004A	11 8" CONCRETE GUTTER	SQ FT	6.0000	305.500	1833.00	1833.00

DATE 07 10 87 PG. 01 C10023	TOTAL CONTRACT ITEMS	137252.26	137252.26
	FORCE ACCOUNT		
ENGINEER OR AUDITOR			

HES-3 (12)

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

Payable to: Mid Continent Industrial

Project No.:

Hwy. Agr. No.:

Contract No.: 10023

Project:

Estimate No.: 5 Final

Period Covered:

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Interest on $2100 from 2/20/87	144.98		144.98
	thru 7/9/87 140 days @ 1.0356			
	Totals			
	Retained ___ %			
	Total Payments	144.98		144.98

Approved by:

Prepared by: Rosalyn Wickham

CPS $2100.00

Common Data Elements

Doc. No. C10023

07 08 87
Month Day Year

Agency 02 Vendor # 0000963147 Suf. 00 Ref. Doc./Suf. ___ Check No. ___

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	223	C10023	001	8020	349			C10023/005	144.98			
02												
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

10,023

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTI**

SECTION 10TH AVE-1ST AVE(JUNCTION CITY)

HIGHWAY PACIFIC HIGHWAY WEST

COUNTY LANE

TYPE WORK TRAFFIC SIGNAL INSTALLATION

SPECIFIED COMPLETION	EXTENSION	APPROVE
A) 11-15-85		
B)		
C)		

CONTRACTOR MID CONTINENT INDUSTRIAL

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
00001	JIM GIX REGN ENGR						
00002	L LINDLEY PROJ MANAGER						
001	MOBILIZATION	LUMP SUM	120000000	100000	1200000	100000	1200000
002	TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	20000000	100000	200000	100000	200000
003	TEMPORARY SIGNS	SQ FT	50000	454000	227000	444800	222400
004	TEMPORARY BARRICADES	EACH	600000	20000	120000	22000	132000
005	FLAGGERS	HOUR	200000	100000	200000	81000	162000
00599	ROADWORK						
006	REMOVAL OF STRUCTURES AND OBSTRUCTION	LUMP SUM	7350000	100000	73500	100000	73500

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
		10

CONTRACT NO. C10023
F.A.P. HES 0003012
E.A. C10023
AWARDED 00 00 80
ESTIMATE NO. 005
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

NTINENT INDUSTRIAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/11		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
100000	1200000	100000	1200000			11		
100000	200000	100000	200000			11		
444800	222400	444800	222400			11		
22000	132000	22000	132000			11		
81000	162000	81000	162000			11		
						11		
100000	73500	100000	73500			11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTI**

SECTION	10TH AVE-1ST AVE(JUNCTION CITY)	SPECIFIED COMPLETION A) 11-15-85 B) C)	EXTENSION
HIGHWAY	PACIFIC HIGHWAY WEST		APPROVE
COUNTY	LANE		
TYPE WORK	TRAFFIC SIGNAL INSTALLATION	CONTRACTOR	MID CONTINENT INDUSTRIAL

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
007	GENERAL EXCAVATION	CU YD	95000	373000	354350	364700	346465
008	1"-0 AGGREGATE BASE	TON	92000	495000	455400	516200	474904
009	CLASS "C" ASPHALT CONCRETE	TON	440000	142000	624800	139070	611908
010	CONCRETE WALKS WITH RAMPS	SQ YD	153500	7000	10745	6600	10131
010	CONCRETE WALKS WITH RAMPS	SQ YD	153500	170000	260950	159100	244219
	ITEM TOTAL	010		177000	271695	165700	254350
011	CONCRETE CURBS	LIN FT	99000	350000	346500	347800	344322
01199	TRAFFIC SIGNALS						
012	TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	687120000	92000	6321504	92000	6321504
012	TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	687120000	8000	549696	8000	549696
	ITEM TOTAL	012		100000	6871200	100000	6871200
013	MODEL 170 CONTROLLER EQUIPMENT COMPL	LUMP SUM	200000000	100000	2000000	100000	2000000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02

FORM 81-734-3498 REV. 8-85

XTENSION

APPROVED

USED 10

CONTRACT NO. C10023

F.A.P. HES 0003012

WORK DONE TO:

E.A. C10023

AWARDED 00 00 80

ESTIMATE NO. 005

ESTIMATED DATE OF COMPLETION:

NTINENT INDUSTRIAL

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/11		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
364700	346465	364700	346465			11		
516200	474904	516200	474904			11		
139070	611908	139070	611908			11		
6600	10131	6600	10131			11		
159100	244219	159100	244219			81		
165700	254350	165700	254350					
347800	344322	347800	344322			11		
						11		
92000	6321504	92000	6321504			11		
8000	549696	8000	549696			81		
100000	6871200	100000	6871200					
100000	2000000	100000	2000000			11		

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTIM**

SECTION 10TH AVE-1ST AVE(JUNCTION CITY)
HIGHWAY PACIFIC HIGHWAY WEST
COUNTY LANE
TYPE WORK TRAFFIC SIGNAL INSTALLATION

SPECIFIED COMPLETION
A) 11-15-85
B)
C)

EXTENSION

APPROVED

CONTRACTOR MID CONTINENT INDUSTRIAL

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	TOTALS FOR ORIG. CONTRACT				12944445		12893049
	PRICE AGREEMENTS						
3001A	ADD ILLUMINATION	LUMP SUM	57090000			100000	570900
3002A	CHANGE LOOPS	LUMP SUM	1070000			95000	10165
3002A	CHANGE LOOPS	LUMP SUM	1070000			5000	535
	ITEM TOTAL	3002A				100000	10700
3003A	TYPE "A" DRIVEWAY	SQ YD	262800			25600	67277
3003B	DECREASE BI #10						
3004A	8" CONCRETE GUTTER	SQ FT	60000			305500	183300
3004B	DECREASE BI #8 & 9						
	SUB-TOTAL P. A.						832177

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
		10

CONTRACT NO. C10023
F.A.P. HES 0003012
E.A. C10023
AWARDED 00 00 80
ESTIMATE NO. 005
FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

NTINENT INDUSTRIAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/11		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	12893049		12893049					
100000	570900	100000	570900			11		
95000	10165	95000	10165			11		
5000	535	5000	535			81		
100000	10700	100000	10700					
25600	67277	25600	67277			11		
						11		
305500	183300	305500	183300			11		
						11		
	832177		832177					

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTI**

SECTION 10TH AVE-1ST AVE(JUNCTION CITY)
HIGHWAY PACIFIC HIGHWAY WEST
COUNTY LANE
TYPE WORK TRAFFIC SIGNAL INSTALLATION

	SPECIFIED COMPLETION	EXTENSION	APPROVE
A)	11-15-85		
B)			
C)			

CONTRACTOR MID CONTINENT INDUSTRIAL

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	TOTALS ALL EXCEPT F.A.						13725226
	FORCE ACCOUNTS						
801	PUSH CONDUIT UNDER LOOP FEEDER						
	SUB-TOTAL F. A.						
	* TOTAL PAY COSTS				12944445		13725226
	STATE FORCE ORDERS						
92001	PERM PVMT STRIPING 94001						38137
92002	STATE FURN PROM & PROG 94002						207957
92003	SIG CONTR TEST & TURN-ON 94003						540000
92004	SIGNAL 10TH & IVY INSTALL & SERVICE						21902
	SUB-TOTAL STATE FORCES						807996

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 04

FORM 81-734-3498 REV. 8-85

EXTENSION

APPROVED

USED
10

CONTRACT NO. C10023
F.A.P. HES 0003012

E.A. C10023
AWARDED 00 00 80
ESTIMATE NO. 005
FINAL

WORK DONE TO:

ESTIMATED DATE
OF COMPLETION:

ONTINENT INDUSTRIAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/11		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	13725226		13725226					
						11		
	13725226		13725226					
	38137		38137			11		
	207957		207957			11		
	540000		540000			11		
	21902		21902			80		
	807996		807996					

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTI**

SECTION 10TH AVE-1ST AVE(JUNCTION CITY)

HIGHWAY PACIFIC HIGHWAY WEST

COUNTY LANE

TYPE WORK TRAFFIC SIGNAL INSTALLATION

SPECIFIED COMPLETION
A) 11-15-85
B)
C)

EXTENSION

APPROVE

CONTRACTOR MID CONTINENT INDUSTRIAL

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
	ADD. ANTICIP. ITEMS						
94001	PERM PAVEMENT STRIPING SF #1				3100 00		
94002	STATE FURN PROM & PROGRAM SF #2				2100 00		
94003	SIG CONTR TEST & TURN-ON SF #3				5400 00		
94004	REPL EXISTING LANDSCAPING				500 00		
98999	CONTINGENCIES				6324 50		
99999	ENGINEERING				12649 00		12800 00
	GRAND TOTALS				159517 95		158132 22

RESIDENT ENGINEER ------------------------------ DATE ----------

DIVISION ENGINEER -

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 05

FORM 81-734-3498 REV. 8-85

XTENSION	APPROVED	USED
		10

CONTRACT NO. C10023
F.A.P. HES 0003012

WORK DONE TO:

E.A. C10023
AWARDED 00 00 80
ESTIMATE NO. 005

ESTIMATED DATE
OF COMPLETION:

TINENT INDUSTRIAL

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/11		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
						11		
						11		
						11		
	1280000		1272981		7019			
	15813222		15806203		7019			

DIVISION ENGINEER ------------------------------ DATE ----------

OREGON STATE HIGHWAY DIVISION 07/09/87 **PROGRESS ESTI**

SECTION	10TH AVE-1ST AVE(JUNCTION CITY)	SPECIFIED COMPLETION	EXTENSION	APPROVE
HIGHWAY	PACIFIC HIGHWAY WEST	A) 11-15-85		
		B)		
COUNTY	LANE	C)		
TYPE WORK	TRAFFIC SIGNAL INSTALLATION	CONTRACTOR	MID CONTINENT INDUSTRIAL	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT

PART CODE	EXPENDITURE AUTHORIZATION	SUBJOB	PERCENTAGE	PROJECT ID	VENDOR-N
10	C10023	010	100.00	NOTAPPLICABLE	STATE OF OREGON
11	C10023	011	90.00	HES 0003 012	FEDERAL HIGHWAY AD
11	C10023	011	10.00	NOTAPPLICABLE	STATE OF OREGON
81	C10023	081	90.00	HES 0003 012	FEDERAL HIGHWAY AD
81	C10023	081	10.00	NOTAPPLICABLE	STATE OF OREGON

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 06

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
		10

CONTRACT NO. C10023

F.A.P. HES 0003012

WORK DONE TO:

E.A. C10023

AWARDED 00 00 80

ESTIMATE NO. 005

FINAL

ESTIMATED DATE OF COMPLETION:

NTINENT INDUSTRIAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/11		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
VENDOR-NAME								
STATE OF OREGON								
FEDERAL HIGHWAY ADMINISTRATION								
STATE OF OREGON								
FEDERAL HIGHWAY ADMINISTRATION								
STATE OF OREGON								

10,023

STATE OF OREGON | **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10023

TO: Commission Services

DATE: June 23, 1987

Warren E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10023 , On Site Work Substantially Completed November 15, 1985

All Work Completed January 22, 1987

Project 10th Ave.-1st Ave. (Junction City)

Highway Pacific Highway West

County Lane

Type of Work Traffic Signal Installation

Contractor Mid Continent Industrial Services

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

6-26-87 - Surety letter written.

RECEIVED
JUN 25 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10623

Project Prospectus
Part 4 - Survey Authority

KEY 02028

Section 10TH AVE - 1ST AVE (JUNCTION CITY)
Highway PACIFIC WEST
County LANE

Hwy No. 0001W
Co. No. 20

Region 3

Authorization No. 02 PE EA NO C0201916 Date 18MAY87

		ORG UNIT	EST COST	CURRENT AUTH			ORG UNIT	EST COST	CURRENT AUTH
900	PROJECT	3000	4570	4570	914	UTILITY	7783	0	0
	ENGRING		0	0		LIAISON	3060	60	60
	FLD OFF		0	0	915	LNDSCPE	7114	0	0
901	PROJ	APPL	0	0	916	PHOTO	7142	0	0
	ENGRING	CONSL	0	0	920	PROGRAM	0600	80	80
902	CITIZNS	N/A	0	0	921	SPECS	7200	1910	1910
903	FNL DES	74	0	0	923	ENVIR	7500	280	280
	BRIDGE	74	0	0		STUDIES	75	0	0
	FNDTN		0	0			75	0	0
904	PRELIM	7112	0	0					0
	DESIGN		0	0	925	AIR MON	7510	0	0
905	FNL DES	7300	3600	3600	927	FREE BR	74	0	0
906	REDESIG	73	0	0		DESIGN	74	0	0
907	TPDTDES	7331	1200	1200	929	BR SPEC	7200	0	0
908	FLD TST	3000	0	0	933	BAS DES	7141	130	130
909	R/W DES	7111	830	830	934	GEO TEC	7120	0	0
910	R/W MAP	7111	0	0	937	HYDRAUL	7143	0	0
911	SIGN	7600	6000	6000	949	SYS STD	N/A	0	0
	AND	76	0	0	960	PROSPEC	7144	0	0
	SIGNAL	76	0	0	961	HEARING	7113	0	0
	DESIGN	3051	630	630	962	RECON		0	0
912	RR MAPS	73	0	0	963	REV SVY	7113	20	20
913	RW LIA	7760	80	80	980	PUBLIC			
964	PREPARE					HEARING	N/A	0	0
	PERMITS	7000	0	0	020	TRAIN	N/A	1480	1480
990	OTH ACT	N/A	0	0	050	AUDIT	0500	0	0

TOTALS	20870	20870
PREV AUTH		~~15000~~ 16000
ADD. AUTH REQ		5870

R/W EA 202538
PE Funding FEDERAL
FA PROJ NUM HES-3(12)

Remarks: THIS FINAL REQUEST REFLECTS HAVING UNDERESTIMATED ON THE PRIOR AUTHORIZATION FOR ACITIVITIES 905 AND 907. ACTIVITY 020 HAD BEEN OVER LOOKED AND IS ADDED AT THIS TIME.

Prepared By S. SPECHT	Date 18MAY87	Appr Asst Engr X	Date X
Region Engineer X	Date X	Approved O.T.C.	Date 11OCT83
Location Engineer X	Date X	Appr FHWA	Date

Project Prospectus
Part 4 - Survey Authority

KEY 02028

Section 10TH AVE - 1ST AVE (JUNCTION CITY)
Highway PACIFIC WEST   Hwy No. 0001W   Region 3
County LANE   Co. No. 20

Authorization No. 01   PE EA NO C0201916   Date

		ORG UNIT	EST COST	CURRENT AUTH			ORG UNIT	EST COST	CURRENT AUTH
900	PROJECT	3000	4500	4500	914	UTILITY	7783	0	0
	ENGRING		0	0		LIAISON		0	0
	FLD OFF		0	0	915	LNDSCPE	7114	0	0
901	PROJ	APPL	0	0	916	PHOTO	7142	0	0
	ENGRING	CONSL	0	0	920	PROGRAM	0600	100	100
902	CITIZNS	N/A	0	0	921	SPECS	7200	2500	2500
903	FNL DES	74	0	0	923	ENVIR	7500	200	200
	BRIDGE	74	0	0		STUDIES	75	0	0
	FNDTN		0	0			75	0	0
904	PRELIM	7112	0	0				0	0
	DESIGN		0	0	925	AIR MON	7510	0	0
905	FNL DES	7300	1500	1500	927	FREE BR	74	0	0
906	REDESIG	73	0	0		DESIGN	74	0	0
907	TPDTDES	7331	500	500	929	BR SPEC	7200	0	0
908	FLD TST	3000	0	0	933	BAS DES	7141	0	0
909	R/W DES	7111	0	0	934	GEO TEC	7120	0	0
910	R/W MAP	7111	0	0	937	HYDRAUL	7143	0	0
911	SIGN	7600	5000	5000	949	SYS STD	N/A	0	0
	AND	76	0	0	960	PROSPEC	7144	0	0
	SIGNAL	76	0	0	961	HEARING	7113	0	0
	DESIGN	3051	500	500	962	RECON		0	0
912	RR MAPS	73	0	0	963	REV SVY	7113	90	90
913	RW LIA		0	0	980	PUBLIC			
964	PREPARE					HEARING	N/A	0	0
	PERMITS	7000	110	110	020	TRAIN	N/A	0	0
990	OTH ACT	N/A	0	0	050	AUDIT	0500	0	0

TOTALS	15000	15000
PREV AUTH		0
ADD. AUTH REQ		0

R/W EA   202538
PE Funding
FA PROJ NUM HES-3(12)

Remarks: THIS IS FOR AUTHORITY TO PERFORM NECESSARY FIELD WORK TO DEVELOP A BASE MAP AND TO PREPARE A PRELIMINARY TRAFFIC SIGNAL DESIGN. THIS IS NOW EXTENDED TO INCLUDE PREPARATION OF PLANS, SPECIFICATIONS AND COST ESTIMATE FOR A SIGNAL INSTALLATION.

Prepared By GARY COLFAX	Date 02SEP83	Appr Asst Engr WENDEL SCHW	Date 1OCT831
Region Engineer JAMES GIX	Date 02SEP83	Approved O.T.C.	Date 11OCT83
Location Engineer FRANK TERPI	Date X	Appr FHWA	Date 12OCT83

OREGON STATE HIGHWAY DIVISION 08/28/86 **PROGRESS ESTIM**

SECTION 10TH AVE-1ST AVE(JUNCTION CITY)
HIGHWAY PACIFIC HIGHWAY WEST
COUNTY LANE
TYPE WORK TRAFFIC SIGNAL INSTALLATION

SPECIFIED COMPLETION
A) 11-15-85
B)
C)

EXTENSION

APPROVE

CONTRACTOR MID CONTINENT INDUSTRIAL

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
00001	JIM GIX REGN ENGR						
00002	L LINDLEY						
00002	D W GREENE PROJECT MANAGER ITEM TOTAL	00002					
001	MOBILIZATION	LUMP SUM	120000000	100000	1200000	100000	1200000
002	TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	20000000	100000	200000	100000	200000
003	TEMPORARY SIGNS	SQ FT	50000	454000	227000	444800	222400
004	TEMPORARY BARRICADES	EACH	600000	20000	120000	22000	132000
005	FLAGGERS	HOUR	200000	100000	200000	81000	162000
00599	ROADWORK						

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01

FORM 81 734 3498 REV. 8-85

EXTENSION	APPROVED	USED
		10

CONTRACT NO. C10023
F.A.P. HES 0003012
E.A.
AWARDED 00 00 80
ESTIMATE NO. 004
SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION.

NTINENT INDUSTRIAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/11		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
						11		
100000	1200000	100000	1200000			11		
100000	200000	100000	200000			11		
444800	222400	444800	222400			11		
22000	132000	22000	132000			11		
81000	162000	81000	162000			11		
						11		

OREGON STATE HIGHWAY DIVISION 08/28/86 **PROGRESS EST**

SECTION 10TH AVE-1ST AVE(JUNCTION CITY)
HIGHWAY PACIFIC HIGHWAY WEST
COUNTY LANE
TYPE WORK TRAFFIC SIGNAL INSTALLATION

SPECIFIED COMPLETION
A) 11-15-85
B)
C)

EXTENSION

APPROV

CONTRACTOR MID CONTINENT INDUSTRIAL

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION		CORRECTED ESTIMATE	
				QUANTITY	AMOUNT	QUANTITY	AMOUNT
006	REMOVAL OF STRUCTURES AND OBSTRUCTION	LUMP SUM	7350000	100000	73500	100000	73500
007	GENERAL EXCAVATION	CU YD	95000	373000	354350	364700	346465
008	1"-0 AGGREGATE BASE	TON	92000	495000	455400	516200	474904
009	CLASS "C" ASPHALT CONCRETE	TON	440000	142000	624800	139070	611908
010	CONCRETE WALKS WITH RAMPS	SQ YD	153500	7000	10745	6600	10131
010	CONCRETE WALKS WITH RAMPS	SQ YD	153500	170000	260950	159100	244219
	ITEM TOTAL	010		177000	271695	165700	254350
011	CONCRETE CURBS	LIN FT	99000	350000	346500	347800	344322
01199	TRAFFIC SIGNALS						
012	TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	687120000	92000	6321504	92000	6321504

PROGRESS ESTIMATE AND COST REPORT

PAGE NO 02

FORM 81 734 3498 REV 8-85

EXTENSION	APPROVED	USED
		10

CONTRACT NO. C10023

F.A.P. HES 0003012

E.A.

AWARDED 00 00 80

ESTIMATE NO. 004

SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION

NTINENT INDUSTRIAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/11		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
UANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	73500	100000	73500			11		
364700	346465	364700	346465			11		
516200	474904	516200	474904			11		
139070	611908	139070	611908			11		
6600	10131	6600	10131			11		
159100	244219	159100	244219			81		
165700	254350	165700	254350					
347800	344322	347800	344322			11		
						11		
92000	6321504	92000	6321504			11		

OREGON STATE HIGHWAY DIVISION 08/28/86 **PROGRESS EST**

SECTION	10TH AVE-1ST AVE(JUNCTION CITY)	SPECIFIED COMPLETION	EXTENSION	APPROV
HIGHWAY	PACIFIC HIGHWAY WEST	A) 11-15-85		
COUNTY	LANE	B)		
		C)		
TYPE WORK	TRAFFIC SIGNAL INSTALLATION	CONTRACTOR	MID CONTINENT INDUSTRIAL	

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
012	TRAFFIC SIGNAL INSTALL COMPLETE	LUMP SUM	687120000	8000	549696	8000	549696
	ITEM TOTAL	012		100000	6871200	100000	6871200
013	MODEL 170 CONTROLLER EQUIPMENT COMPL	LUMP SUM	200000000	100000	2000000	100000	2000000
	TOTALS FOR ORIG. CONTRACT				12944445		12893049
	PRICE AGREEMENTS						
3001A	ADD ILLUMINATION	LUMP SUM	57090000			100000	570900
3002A	CHANGE LOOPS	LUMP SUM	1070000			95000	10165
3002A	CHANGE LOOPS	LUMP SUM	1070000			5000	535
	ITEM TOTAL	3002A				100000	10700
3003A	TYPE "A" DRIVEWAY	SQ YD	262800			25600	67277
3003B	DECREASE BI #10						
3004A	8" CONCRETE GUTTER	SQ FT	60000			305500	183300

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 03

FORM 81-734-3498 REV. 8-85

EXTENSION	APPROVED	USED
		10

CONTRACT NO. C10023
F.A.P. HES 0003012
E.A.
AWARDED 00 00 80
ESTIMATE NO. 004
SEMI-FINAL

WORK DONE TO:
ESTIMATED DATE
OF COMPLETION:

ONTINENT INDUSTRIAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/11		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
8000	549696	8000	549696			81		
100000	6871200	100000	6871200					
100000	2000000	100000	2000000			11		
	12893049		12893049					
100000	570900	100000	570900			11		
95000	10165	95000	10165			11		
5000	535	5000	535			81		
100000	10700	100000	10700					
25600	67277	25600	67277			11		
						11		
305500	183300	305500	183300			11		

OREGON STATE HIGHWAY DIVISION 08/28/86 **PROGRESS EST**

SECTION 10TH AVE-1ST AVE(JUNCTION CITY)
HIGHWAY PACIFIC HIGHWAY WEST
COUNTY LANE
TYPE WORK TRAFFIC SIGNAL INSTALLATION

SPECIFIED COMPLETION
A) 11-15-85
B)
C)

EXTENSION

APPROV

CONTRACTOR MID CONTINENT INDUSTRIAL

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
3004B	DECREASE BI #8 & 9						
	SUB-TOTAL P. A.						832177
	TOTALS ALL EXCEPT F.A.						13725226
	FORCE ACCOUNTS						
801	PUSH CONDUIT UNDER LOOP FEEDER						80000
	SUB-TOTAL F. A.						80000
	* TOTAL PAY COSTS				12944445		13805226
	STATE FORCE ORDERS						
92001	PERM PVMT STRIPING 94001						310000
92002	STATE FURN PROM & PROG 94002						210000
92003	SIG CONTR TEST & TURN-ON 94003						540000

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 04

FORM 81-734-3498 REV. 8-85

EXTENSION

APPROVED

USED
10

CONTRACT NO. C10023
F.A.P. HES 0003012
E.A.
AWARDED 00 00 80
ESTIMATE NO. 004
SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE
OF COMPLETION:

NTINENT INDUSTRIAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/11		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
						11		
	832177		832177					
	13725226		13725226					
	80000				80000	11		
	80000				80000			
	13805226		13725226		80000			
	310000				310000	11		
	210000		207957		2043	11		
	540000		540000			11		

OREGON STATE HIGHWAY DIVISION 08/28/86 **PROGRESS ESTI**

SECTION	10TH AVE-1ST AVE(JUNCTION CITY)		SPECIFIED COMPLETION	EXTENSION	APPROVE
HIGHWAY	PACIFIC HIGHWAY WEST	A)	11-15-85		
COUNTY	LANE	B)			
		C)			
TYPE WORK	TRAFFIC SIGNAL INSTALLATION	CONTRACTOR	MID CONTINENT INDUSTRIAL		

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT
92004	SIGNAL 10TH & IVY INSTALL & SERVICE						21902
	SUB-TOTAL STATE FORCES						1081902
	ADD. ANTICIP. ITEMS						
94001	PERM PAVEMENT STRIPING SF #1				310000		
94002	STATE FURN PROM & PROGRAM SF #2				210000		
94003	SIG CONTR TEST & TURN-ON SF #3				540000		
94004	REPL EXISTING LANDSCAPING				50000		
98999	CONTINGENCIES				607178		
99999	ENGINEERING				1214356		1300000
	GRAND TOTALS				178451 ~~15875979~~		16187128

RESIDENT ENGINEER -------------------------- DATE ---------- DIVISION ENGINEER --

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 05

FORM 81 734 3498 REV. 8-85

EXTENSION	APPROVED	USED
		10

CONTRACT NO. C10023

F.A.P. HES 0003012

E.A.

AWARDED 00 00 80

ESTIMATE NO. 004

SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

NTINENT INDUSTRIAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/11		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	21902		21902			80		
	1081902		769859		312043			
						11		
						11		
						11		
						11		
	1300000		1200000		100000			
	16187128		15695085		492043			

DIVISION ENGINEER ---------------------------- DATE ----------

OREGON STATE HIGHWAY DIVISION 08/28/86 **PROGRESS EST**

SECTION 10TH AVE-1ST AVE(JUNCTION CITY)

HIGHWAY PACIFIC HIGHWAY WEST

COUNTY LANE

TYPE WORK TRAFFIC SIGNAL INSTALLATION

SPECIFIED COMPLETION
A) 11-15-85
B)
C)

EXTENSION

APPROV

CONTRACTOR MID CONTINENT INDUSTRIAL

ITEM NO. | ITEM NAME | UNIT | UNIT PRICE | ORIGINAL AUTHORIZATION QUANTITY | AMOUNT | CORRECTED ESTIMATE QUANTITY | AMOUNT

PART CODE	EXPENDITURE AUTHORIZATION	SUBJOB	PERCENTAGE	PROJECT ID	VENDOR-
10	C10023	010	100.00	NOTAPPLICABLE	STATE OF OREGON
11	C10023	011	90.00	HES 0003 012	FEDERAL HIGHWAY A
11	C10023	011	10.00	NOTAPPLICABLE	STATE OF OREGON
81	C10023	081	90.00	HES 0003 012	FEDERAL HIGHWAY A
81	C10023	081	10.00	NOTAPPLICABLE	STATE OF OREGON

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 06

FORM 81 734-3498 REV. 8-85

EXTENSION	APPROVED	USED
		10

CONTRACT NO. C10023
F.A.P. HES 0003012
E.A.
AWARDED 00 00 80
ESTIMATE NO. 004
SEMI-FINAL

WORK DONE TO:

ESTIMATED DATE
OF COMPLETION:

NTINENT INDUSTRIAL

CORRECTED ESTIMATE		PERFORMED TO DATE 85/00/11		TO COMPLETE 85/00/00		PARTICIPATION INDICATOR	PERFORMED SINCE LAST ESTIMATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	VENDOR-NAME							
STATE OF OREGON								
FEDERAL HIGHWAY ADMINISTRATION								
STATE OF OREGON								
FEDERAL HIGHWAY ADMINISTRATION								
STATE OF OREGON								

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) 10th Ave 1st Ave	WEEK ENDING August 22, 1986
	CONTRACT NO C10023
HIGHWAY Pacific Highway West	COUNTY Lane
	F A PROJECT NO HE S 3 12
CONTRACTOR Mid Continent Ind Serv	KIND OF WORK Signal
	DATE OF AWARD May 8, 1985

PROJECT AUTHORIZATION		ENGINEERING	
CURRENT AUTHORIZATION	$ 158,874.84	AUTHORIZATION	$ 12,143.56
		COST THIS WEEK	$ 0.00
ESTIMATED PROJECT COST	$ 162,000.00	TOTAL TO DATE	$ 13,266.00
ESTIMATED PERCENT OVERRUN/UNDERRUN	2.0%	PERCENT OF AUTHORIZATION	109 %

FIRST NOTIFICATION DATE
September 16, 1985

ESTIMATED DATE OF COMPLETION, OR
SECOND NOTIFICATION DATE AND
November 15, 1985

ESTIMATED SEMIFINAL SUBMITTAL DATE
Submitted

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100%

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	09/30/85	1	1	100	YES
B	10/15/85	1	1	100	YES
	/ /	0	0	0	
	/ /	0	0	0	

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	OTHER
ORIG. CONTRACT QUANTITIES	1 cy	1 tn	1 tn			
EST. CORRECTED QUANTITIES	1 cy	1 tn	1 tn			
EST. PERFORMED TO DATE	1 cy	1 tn	1 tn			
PERCENT PERFORMED TO DATE	100	100	100	99	1	1

ACTIVITIES THIS WEEK:

PROJECT COMPLETE NOVEMBER 15 1985

NO ACTIVITIES THIS WEEK

PROJECT VISITORS:

NONE

ACTIVITIES ANTICIPATED NEXT WEEK:

NONE

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

3rd notification issued August 15, 1986

Final Report

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Robert G. Paul
Larry D Lindley

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

CL 1986-0202

10,023

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
MAY 20 1986
BARBARA ROBERTS
SECRETARY OF STATE

IN REPLY REFER TO
FILE NO.:

CON 5 - #10,023

May 16, 1986

C-2 Utility Contractors, Inc.
P.O. Box 683
Eugene, OR 97440

Attention: M. Scott Saunders

We have received your letter dated April 28, 1986, with documentation, filing a claim against the following Highway Division contract:

FILED BY:	C-2 Utility Contractors, Inc.
AMOUNT:	$8,613.23
AGAINST (Prime contractor):	Mid Continent Industrial Services, Inc.
CONTRACT NO.:	10,023
PROJECT:	Tenth Avenue-First Avenue (Junction City) Section, Pacific Highway West, Lane County.
SURETY:	Employers Insurance of Wausau

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
MAY 2[illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Mid Continent Industrial Services, Inc.
P.O. Box 1688
Albany, OR 97321

Employers Ins. of Wausau
2000 Westwood Drive
Wausau, WI 54401

Employers Ins. of Wausau
9400 SW Beaverton Hwy., #300
Beaverton, OR 97005

bc: ✓Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
6-10-86 cc

731-0188 (10-85)

C-2 UTILITY CONTRACTORS, INC.

P.O. BOX 683 • 3698 FRANKLIN BLVD.
EUGENE, OREGON 97440
TELEPHONE: 503-741-2211

April 28, 1986

Robert Gormsen
Oregon Department of Transportation
Room 121, State Transportation Bldg
Salem, OR 97310

Dear Robert,

I would like to thank you for your help on how to file a claim through the State. Listed below is our claim against Mid Continent Industrial Services, which is for O.S.H.D. No. 10,023 (Traffic Signal Installation in Junction City). Our subcontract with MCIS, who is the general contractor, was a lump sum contract for $33,746.00. This was billed out as progress billing as follows. (See progress billing invoices attached).

9/24/85	50% billed	invoice #5048 ✓	for	$ 16,873.00
9/30/85	25% billed	invoice #5069 ✓	for	8,436.50
10/21/85	25% billed	invoice #5126	for	8,436.50
9/30/85	extra billing	invoice #5101	for	176.73

We have been paid for invoice #5048 and 5069, but invoice #5126 is outstanding. We have tried to get some type of payment date from MCIS, but all they have sent us is a letter (copy attached) that they will pay. We are asking the State for help in this matter.

In addition they have not paid us for invoice #5101 which was an extra for $610.00, but the State changed it to force account and now it is only $176.73. (See attached invoice and information).

Again, I would like to thank you for your assistance.

Sincerely,

M. Scott Saunders

M. Scott Saunders

MSS/jm
enclosures

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

C-2 UTILITY CONTRACTORS, INC.

P.O. BOX 683 • 3698 FRANKLIN BLVD.
EUGENE, OREGON 97440
TELEPHONE: 503-741-2211

April 23, 1986

MCIS
P.O. Box 1688
Albany, OR 97321

Attention: Gary H Nicholson, V.P. Finance

RE: 10th Avenue - 1st Avenue, Junction City
Traffic Signal Installation

Dear Gary,

After reviewing our accounts receivable report I see that the above referenced project has a sizeable amount still outstanding. C-2 invoice #5101, balance due of $176.73, was for some extra work that the State went force account on, see attached sheets and copy of invoice. Invoice #5126, balance due of $8,436.50, is the last progress billing for the remaining 25% of the original bid which was for $33,746.00.

Total amount due:	Invoice #5101	$ 176.73
	Invoice #5126	8,436.50
		$ 8,613.23

If you have any questions, please give me a call.

Sincerely,

M Scott Saunders

M Scott Saunders
Secretary/Treasurer

MSS/jm

enclosures

Please prepare
claim letter
use ~~[illegible]~~ $8613.23
contract # 10,023

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

mid continent
industrial services

DEAR SUPPLIER:

SINCE WE HAVE OUTSTANDING INVOICES WITH YOUR COMPANY I FEEL THAT YOU ARE DUE A PERSONAL WORD OF EXPLANATION REGARDING YOUR INVOICES AND OUR PLANS TO PAY THEM. UNDER NORMAL CIRCUMSTANCES WE MAY HAVE, AT ANY GIVEN TIME, ONE OR TWO OF OUR CLIENTS WHO DELAY PAYMENT TO US BECAUSE OF HIS OWN CASH FLOW PROBLEMS OR FOR OTHER REASONS. THIS KIND OF DELAY, WHILE AN ANNOYANCE, DOES NOT USUALLY IMPACT OUR ABILITY TO PAY OUR OWN BILLS.

TODAY, HOWEVER, WE FIND OURSELVES IN THE POSITION OF HAVING SEVERAL CLIENTS WHO REPRESENT VERY MAJOR PROJECTS TO US, DELAYING PAYMENT, LARGELY DUE TO THEIR OWN INTERNAL CASH FLOW PROBLEMS. THE CUMULATIVE EFFECT ON US HAS BEEN TO DRASTICALLY REDUCE THE TOTAL CASH INFLOW TO THE POINT THAT YOUR INVOICES, WHICH REPRESENT MATERIALS AND SERVICES WHICH WERE USED ON THESE PROJECTS, ARE NOW PAST DUE. I THINK IT IS IMPORTANT TO NOTE THAT THESE CLIENTS ARE NOT CHALLENGING THE VALIDITY OF OUR INVOICES, NOR DO THEY DENY THAT THE MONIES ARE DUE US. THEY SEEM TO BE DEALING WITH EITHER INTERNAL CASH FLOW PROBLEMS OR A LABORIOUS INTERNAL PAPERWORK MILL OR, IN SOME CASES, BOTH.

ALL OF OUR INVOICES WILL BE PAID. THE COMPANIES WITH WHICH WE ARE DEALING ARE SOME THE LARGEST AND BEST MANAGED IN THEIR INDUSTRIES. ALSO REPRESENTED ARE SEVERAL GOVERNMENT AGENCIES WHICH TRADITIONALLY HAVE THE FUNDS BUT ARE ALMOST ALWAYS SLOW TO DISBURSE THEM. ALTOGETHER, ALMOST $2,750,000 IS CURRENTLY OWED TO US WITH THE GREATEST MAJORITY BEING PAST DUE. WE ARE WORKING TO TURN THESE RECEIVABLES INTO CASH SO THAT WE CAN, IN TURN, PAY YOUR OUTSTANDING INVOICES. OUR CASH FLOW PROJECTION, ALTHOUGH TEMPERED WITH THE COMMITMENTS FROM OUR CLIENTS, INDICATES THAT WE ARE MOVING INTO A MORE POSITIVE CASH FLOW POSITION.

THOSE OF YOU WHO HAVE DEALT WITH US OVER THE YEARS HAVE EXPERIENCED WITH US THESE PERIODIC LATE PAYMENTS AND THEIR IMPACT ON OUR CASH FLOW AND YOURS. EACH OF YOUR INVOICES WILL BE PAID AS SOON AS THE FUNDS HAVE BEEN DISTRIBUTED TO US. WE WANT YOU TO KNOW THAT WE APPRECIATE YOUR PAST SUPPORT AND WE LOOK FORWARD TO A LONG AND PROFITABLE RELATIONSHIP FOR BOTH OF US. WE FEEL WE SHOULD REVEAL THE INFORMATION CONTAINED IN THIS LETTER SO THAT WE CAN JUSTIFY YOUR ONGOING CONFIDENCE IN US. I WILL CONTACT YOU AGAIN WITHIN TWO WEEKS WITH AN UPDATE.

VERY TRULY YOURS,

GARY H. NICHOLSON
V.P. FINANCE

RECEIVED
APR 29 1986
COMMISSION SERVICES
[illegible]

100 41st Ave. ox 1688 •• Albany, OR 97321 •• (503) 967-8605

C-2 UTILITY CONTRACTORS, INC.

P.O. BOX 683 • 3698 FRANKLIN BLVD.
EUGENE, OREGON 97440
TELEPHONE: 503/741-2211

TO: MCIS
P.O. Box 1688
Albany, OR 97321

Date: October 21, 1985
Invoice: 5126
Job: 510-662
P.O. #:

Junction Ciyy OSHD 10,023

25% of Subcontract	$ 8,436.50

NOT PAID

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

C-2 UTILITY CONTRACTORS, INC.

P.O. BOX 683 • 3698 FRANKLIN BLVD.
EUGENE, OREGON 97440
TELEPHONE: 503/741-2211

MCIS
OCT 10 1985

TO:
MCIS

Junction City Extra
Extra charges as quoted

Date: 9/30/85
Invoice: 5101
Job: 510-662
P.O. #:

C-2 conduit 2" push to controller 20' @ 12.50/ft	$	~~250.00~~
MCIS conduit 1½" push to controller 45' @ 8.00/ft		~~360.00~~
Total	$	~~610.00~~

2-11-86

SCOTT,
COPIES OF FORCE ACCOUNT YOU REQUESTED.

LYLE

The state went force account -
Lyle sent in paper work on 2-10-86 for
payment.

C-2 Total is 8,176^{23}

Not Paid

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

C-2 UTILITY CONTRACTORS, INC.

P.O. BOX 683 • 3698 FRANKLIN BLVD.
EUGENE, OREGON 97440
TELEPHONE: 503/741-2211

TO: MCIS

Date: 9/30/85
Invoice: 5069
Job: 510-662
P.O. #:

Junction City OSHD 10023

25% of contract amount	$ 8,436.50

Paid

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

C-2 UTILITY CONTRACTORS, INC.

P.O. BOX 683 • 3698 FRANKLIN BLVD.
EUGENE, OREGON 97440
TELEPHONE: 503/741-2211

TO: MCIS

Date: 9/24/85
Invoice: 5048
Job: 510-662
P.O. #: OSHD#10023

Junction City Traffic Signal
OSHD# 10023

50% of subcontract amount due $ 16,873.00

Paid

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

PROJECT NAME (SECTION) 10th Ave - 1st Ave Junction City		CONTRACT NO. 10023
HIGHWAY Pacific	COUNTY Lane	PREFIX —
CONTRACTOR Mid-Continent Industrial Services	DATE 10-7-85	F.A. PROJECT NO. HES 3(12)
SUB-CONTRACTOR C-2 Construction		EXTRA WORK ORDER NO. 1

NAME, TYPE OR DESCRIPTION	CRAFT, CLASS OR SIZE	HOURS OR NUMBER	WORK PERFORMED and LOCATION
✓ Larry [illegible] (C-2)	Laborer	1½	shovel dirt
✓ Ken Conrad (MCIS)	Supervisor	1½	Direct & help
✓ Robin Speer (MCIS)	Laborer	1½	INSTALLED CONDUIT
✓ Dale Lively (C-2)	Operator	1½	Pushed Pipe w/Backhoe
✓ Case 580C Backhoe w/front bucket Ser# [illegible]390	"Construction King"	1	Push Pipe
10' 1½" Galvanized [illegible] Pipe w/coupling			
3/4 Ton Chev Utility [illegible] 1980		1½	
2 1½ TA ADAPTERS			
MIT MILLER [illegible]	Laborer	1½	Threaded Pipe
3/4 Ton Ford PU		1½	

REMARKS Pushed 1½ Galv Pipe under Loop approx 200' North of [illegible] & 6th Ave south bound

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CONTRACTOR'S REPRESENTATIVE (SIGN)

PREPARED BY (SIGN) B. Ebling

Bruce Ebling

CONTRACTOR

FORM 734 3426 (REV. 9 83)

PROJECT NAME (SECTION) 15th Ave - 1st Ave Junction City			CONTRACT NO.
HIGHWAY Pacific	COUNTY Lane		PREFIX 10023
CONTRACTOR Mid Continent Industrial	DATE 10-23-85		F.A. PROJECT NO. HES 3(12)
SUB-CONTRACTOR C-2 Const.			EXTRA WORK ORDER NO. 1
NAME, TYPE OR DESCRIPTION	CRAFT, CLASS OR SIZE	HOURS OR NUMBER	WORK PERFORMED and LOCATION
Dave Lively (C-2)	Operator	1	Backhoe Operator
Robin Speer (MCIS)	Laborer	1	Install Conduit
Ken Conrad (MCIS)	Supervisor	1	Install Conduit
Case 580B Backhoe w/Front Bucket Ser# 5[illegible]390		1	
10' 1½" Galvanized Conduit w/ coupling & 2-1½" TA [illegible]			
10' 2" GRS [illegible] 2-2" TA [illegible]			
3/4 ton Chev Utility		1	

REMARKS Pushed Pipe under loop feeders at 6th & Ivy

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CONTRACTOR'S REPRESENTATIVE (SIGN)

PREPARED BY (SIGN) B. Ellig
CONTRACTOR

FORM 734 3426 (REV. 9-83)

HIGHWAY DIVISION

PROJECT NAME (SECTION) 10th AVE - 1st AVE JUNCTION CITY		CONTRACT NO.
HIGHWAY PACIFIC	COUNTY LANE	PREFIX 10023
CONTRACTOR Mid Continent Industry	DATE 10-9-85	F.A. PROJECT NO. HES 83(12)
SUB-CONTRACTOR CZ CONSTRUCTION		EXTRA WORK ORDER NO. 1

NAME, TYPE OR DESCRIPTION	CRAFT, CLASS OR SIZE	HOURS OR NUMBER	WORK PERFORMED and LOCATION
DAVE LIVELY	OPERATOR	1	BACKHOE OPERATOR
EDDIE PORTER	LABORER	1	shoveled Dirt & Hand Trench
Robin Speer	LABORER	①	INSTALL CONDUIT
CASE 580B BACKHOE w/FT. BUCKET SER. No. #5296390		1	Push CONDUIT
10' 1½" GALVANIZED CONDUIT w/ COUPLING & 2-1½" [illegible]			
3/4 T [illegible] UTILITY [illegible] 1980		1	

REMARKS Pushed PIPE UNDER ADVANCE LOOP IN N.B LANE SOUTH OF 6th & IVY

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CONTRACTOR'S REPRESENTATIVE (SIGN)

PREPARED BY (SIGN)

CONTRACTOR

TRANSPORTATION HIGHWAY DIVISI

PROJECT NAME (SECTION): 10TH AVE - 1ST AVE JUNCTION CITY
CONTRACT NO.: 10023
CONTRACTOR: C7 UTILITY CONTRACTORS INC.
EXTRA WORK ORDER: 1

MANUFACTURER: CASE
MODEL: 580 B
SERIAL NO.: 5296390
YEAR 1977
CAPACITY OR SIZE:
HORSEPOWER:
ENGINE(S): ☐ Gasoline ☒ Diesel
TRANSMISSION: ☐ Direct Drive ☐ Power Shift ☒ Torque Drive

SECTION & PAGE	CODE		Over 40 Hrs. Weekly Rate	1st 40 Hrs. Daily Rate	Operating Cost/Hour
E-P11	MAP85	TYPE BACKHOE I.D. NUMBER	220.00	68.00	3.95
		ATTACHMENTS			
		FRONT BUCKET			
TOTALS			☒ Weekly 220.00	☒ Daily 68.00	☒ Hour 3.95
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	9.45 /Hr.	12.45 /Hr.	⇦

MANUFACTURER: CHEVROLET
MODEL: P10
SERIAL NO.:
YEAR 19[illegible]
CAPACITY OR SIZE: 3/4 TON
HORSEPOWER:
ENGINE(S): ☒ Gasoline ☐ Diesel
TRANSMISSION: ☐ Direct Drive ☒ Power Shift ☐ Torque Drive

20-P36	A1685	TYPE 3/4 TON UTILITY (USE [illegible] CAB) I.D. NUMBER	175.00	43.50	10.60
		ATTACHMENTS			
TOTALS			☒ Weekly 175.00	☒ Daily 43.50	☒ Hour 10.60
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	14.97 /Hr.	16.03 /Hr.	⇦

MANUFACTURER: FORD
MODEL: P10
SERIAL NO.:
YEAR 1978
CAPACITY OR SIZE: 3/4 TON
HORSEPOWER:
ENGINE(S): ☒ Gasoline ☐ Diesel
TRANSMISSION: ☐ Direct Drive ☒ Power Shift ☐ Torque Drive

20-P36	A16-85	TYPE 3/4 TON I.D. NUMBER	140.00	35.50	7.75
		ATTACHMENTS			
TOTALS			☒ Weekly 140.00	☒ Daily 35.50	☒ Hour 7.75
HOURLY RENTAL RATE(S)		(A ÷ 40) + C And/Or (B ÷ 8) + C	11.25 /Hr.	12.18 /Hr.	⇦

FOR EQUIPMENT NOT LISTED IN BLUE BOOK
INVESTED CAPITAL $ ____________ REPLACEMENT COST $ ____________

Remarks:

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SUBMITTED BY: LYLE SPEER DATE: 2-10-86
REVIEWED: DATE:
APPROVED BY: DATE:

[illegible]

HIGHWAY DIVISION

FORCE ACCOUNT INVOICE FOR LABOR

PREPARED BY LYLE SPEER DATE 2-10-86
REVIEWED BY (at R.E. office) DATE
CONTRACTOR MID CONTINENT IND. SERVICES. INC.
SUBCONTRACTOR (when applicable) CZ UTILITY CONTRACTORS INC.
PROJECT NAME (Section) 10TH AVE - 1ST AVE JUNCTION CITY
PERIOD OF WORK 10-7, 1985 THRU 10-9, 198

LABOR

	NAME OF EMPLOYEE	CRAFT		DATES 7	8	9	TOTAL HOURS
(1)	LARRY GATHRIGHT	#1 LABORER	OT				
			ST	1½			
(2)	DAVE LIVELY	#7 OPERATOR	OT				1½
			ST	1½	1	1	
(3)			OT				3½
			ST				
(4)			OT				
			ST				
(5)			OT				
			ST				
(6)			OT				
			ST				
(7)			OT				
			ST				
(8)			OT				
			ST				
(9)			OT				
			ST				
(10)			OT				
			ST				

TRAVEL, SUBSISTENCE, EXPENSES, ETC.

LINE NUMBER FROM ABOVE	DAYS OR HOURS	$ RATE	$ AMOUNT
(1)			
(2)			
(3)			
(4)			
(5)			
(6)			
(7)			
(8)			
(9)			
(10)			
OTHER EXPENSES (ATTACH RECEIPTED INVOICES)			
TOTAL (To Line F)		A	0

TAXES AND INSURANCE ON PAYROLL

SOCIAL SECURITY—FICA		7.05 %
ACCIDENT INSURANCE (BASE RATE)	13.08	
~~REDUCTION~~ AS % OF BASE RATE	+1.548	20.75 %
OREGON UNEMPLOYMENT COMPENSATION		3.7 %
FEDERAL UNEMPLOYMENT COMPENSATION		0.8 %
		%
		%
TOTAL PERCENTAGE FOR TAXES AND INSURANCE	B	31.08 %

CRAFT

VACATION

TOTAL FOR LABOR AND VACATION
TOTAL TAXES AND INSURANCE (Line B x Line C)
FRINGE BENEFITS CRAFT
(Health and Welfare, Pension, Education or Apprentice Training, etc.)
PAID I
TOTAL FOR FRINGE BENEFITS
TOTAL TRAVEL, SUBSISTENCE, EXPENSES, ETC. (From Line A)
(TOTAL OF LINES C, D, E AND F)
CONTRACTORS PERCENTAGE ALLOWANCE (Line G x 20%)
TOTAL AMOUNT DUE (Line G + Line H)

FORCE ACCOUNT INVOICE FOR LABOR

DATE 2-10-86

CONTRACTOR MID CONTINENT IND. SERVICES. INC.

DATE

SUBCONTRACTOR (when applicable) CZ UTILITY CONTRACTORS INC.

PROJECT NAME (Section) 10TH AVE - 1ST AVE JUNCTION CITY

PERIOD OF WORK 10-7, 1985 THRU 10-9, 1985

CONTRACT NO 10023

EXTRA WORK ORDER NO. 1

CRAFT		DATES																								TOTAL HOURS	$ RATE	$ AMOUNT
					7	8	9																					
#1 LABORER	OT																											
	ST				1½																					1½	15.28	22.92
#7 OPERATOR	OT																											
	ST				1½	1	1																			3½	17.64	61.74
	OT																											
	ST																											
	OT																											
	ST																											
	OT																											
	ST																											
	OT																											
	ST																											
	OT																											
	ST																											
	OT																											
	ST																											
	OT																											
	ST																											

EXPENSES, ETC.	$ AMOUNT
A	0

TAXES AND INSURANCE ON PAYROLL			
SOCIAL SECURITY—FICA			7.05 %
ACCIDENT INSURANCE (BASE RATE)	13.08		
~~REDUCTION~~ AS % OF BASE RATE	+1.548		20.75 %
OREGON UNEMPLOYMENT COMPENSATION			3.7 %
FEDERAL UNEMPLOYMENT COMPENSATION			0.8 %
			%
			%
TOTAL PERCENTAGE FOR TAXES AND INSURANCE		B	31.08 %

CRAFT			
VACATION			
TOTAL FOR LABOR AND VACATION		C	84.66
TOTAL TAXES AND INSURANCE (Line B x Line C)		D	26.31
FRINGE BENEFITS (Health and Welfare, Pension, Education or Apprentice Training, etc.)	CRAFT PAID IN BASE RATE		
TOTAL FOR FRINGE BENEFITS		E	0
TOTAL TRAVEL, SUBSISTENCE, EXPENSES, ETC. (From Line A)		F	0
(TOTAL OF LINES C, D, E AND F)		G	110.97
CONTRACTORS PERCENTAGE ALLOWANCE (Line G x 20%)		H	22.19
TOTAL AMOUNT DUE (Line G + Line H)		$	133.16

HIGHWAY DIVISION

FORCE ACCOUNT INVOICE FOR EQUIPMENT AND MATERIALS

PREPARED BY LYLE SPEER DATE 2-10-86
REVIEWED BY (at R E office) DATE
CONTRACTOR MID CONTINENT IND. SERVICES INC.
SUBCONTRACTOR (when applicable) C2 UTILITY CONTRACTORS INC.
PROJECT NAME (Section) 10TH AVE. - 1ST AVE JUNCTION C.T
PERIOD OF WORK 10-7 , 1985 THRU 10-9 , 19

EQUIPMENT (see note below)

DESCRIPTION	I D NUMBER		DATES																								TO HO
						7	8	9																			
CASE 580B BACKHOE	5296390	over 40																									
		1st 40				1½	1	1																			3
		over 40																									
		1st 40																									
		over 40																									
		1st 40																									
		over 40																									
		1st 40																									
		over 40																									
		1st 40																									
		over 40																									
		1st 40																									
		over 40																									
		1st 40																									
		over 40																									
		1st 40																									
		over 40																									
		1st 40																									
		over 40																									
		1st 40																									
		over 40																									
		1st 40																									
		over 40																									
		1st 40																									
		over 40																									
		1st 40																									
		over 40																									
		1st 40																									

MATERIALS (ALSO APPROVED RENTAL AND OWNER-OPERATED EQUIPMENT)	NAME OF SUPPLIER, INVOICE NO. AND DESCRIPTION (Attach Receipted Invoices)	$ AMOUNT	TOTAL F EQUIPME
			TOTAL PLUS CO PERCE ALLOW (Line B
	TOTAL FOR MATERIALS B	0	
	TOTAL AMOUNT DUE (Line A + Line C)		

NOTE — ATTACH TWO COPIES OF THE "EQUIPMENT RENTAL RATE DETERMINATION", FORM 734-1861, THE FIRST TIME THE EQUIPMENT IS LISTED AND ALSO EACH TIME A REVISED RATE IS SHOWN

SUBMIT TWO COPIES WITH

FORCE ACCOUNT INVOICE FOR EQUIPMENT AND MATERIALS

DATE 2-10-86

DATE

CONTRACTOR MID CONTINENT IND. SERVICES INC.

SUBCONTRACTOR (when applicable) C2 UTILITY CONTRACTORS INC.

PROJECT NAME (Section) 10TH AVE. - 1ST AVE JUNCTION CITY

PERIOD OF WORK 10-7 ,1985 THRU 10-9 ,1985

CONTRACT NO. 10023

EXTRA WORK ORDER NO. 1

I.D. NUMBER		DATES 7	8	9	TOTAL HOURS	$ RATE	$ AMOUNT
5296390	over 40						
	1st 40	1½	1	1	3½	12.45	43.57
	over 40						
	1st 40						
	over 40						
	1st. 40						
	over 40						
	1st. 40						
	over 40						
	1st. 40						
	over 40						
	1st. 40						
	over 40						
	1st. 40						
	over 40						
	1st 40						
	over 40						
	1st 40						
	over 40						
	1st 40						
	over 40						
	1st 40						
	over 40						
	1st 40						
	over 40						
	1st 40						
	over 40						
	1st 40						

E OF SUPPLIER, INVOICE NO. AND DESCRIPTION (Attach Receipted Invoices)

	$ AMOUNT	TOTAL FOR EQUIPMENT	A	43.57
		TOTAL MATERIALS PLUS CONTRACTORS PERCENTAGE ALLOWANCE (Line B + 15%)		
TOTAL FOR MATERIALS B	0		C	0
TOTAL AMOUNT DUE (Line A + Line C)			$	43.57

OF THE "EQUIPMENT RENTAL RATE DETERMINATION", FORM 734-1861, THE FIRST IS LISTED AND ALSO EACH TIME A REVISED RATE IS SHOWN

SUBMIT TWO COPIES WITH

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION 10th Ave. - 1St Ave. (Junction City)	**WEEK ENDING** April 12, 1986	**SECTION PREFIX** EA# C10023
HIGHWAY Pacific Highway West	**COUNTY** Lane	
NAME OF JOB 10th Ave.- 1st Ave.	**KIND OF WORK** Traffic Signal	
CONTRACTOR Mid Continent Ind. Serv.	**CONTRACT NUMBER** 10,023	**FEDERAL AID PROJECT NUMBER** HES-3(12)
DATE OF CONTRACT May 8th, 1985	**DATE WORK STARTED** Sept. 16, 1985	**ESTIMATED COMPLETION DATE** Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	**SPECIFIED WORK DAYS**	**WORK DAYS USED**
MEN: 0 **SUPERVISION:** 0	**SPECIFIED CALENDAR DAYS** (a) 10	**CALENDAR DAYS USED** 10
PROJECT AUTHORIZATION: $ 158,874.84	**SPECIFIED COMPLETION DATE** (a) 9/30/85 (b) 10/15/85	**PERCENT OF TIME ELAPSED** Complete
EXCLUSIVE OF ENGINEERING: $ 146,731.28	**ENGINEERING AUTHORIZATION** $ 12,143.56	**PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST** 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 168,600.00	**ENGINEERING COST TO DATE** $ 13,266.00	**PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION** 99
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 1.2 %	**PERCENT OF AUTHORIZATION** 109 %	**DATE PROJECT WAS COMPLETED:** (a)9/25/85, (b) 11/15/85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100		100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.49	0.49			0.49
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY		0		
MONDAY		0		
TUESDAY		0		
WEDNESDAY		0		
THURSDAY		0		
FRIDAY		0		
SATURDAY		0		

EA # C10023 EPORT NO. 29 DATE: Apr. 12, 1986

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

4/ 6/86 SUNDAY	No Activity this week.
/ /86 MONDAY	
/ /86 TUESDAY	
/ /86 WEDNESDAY	
/ /86 THURSDAY	
/ /86 FRIDAY	
4/12/86 SATURDAY	

REMARKS

STATUS: 1st Notification 9/16/85.
2nd Notification part (a) 9-25-85 part (b) 11-15-85.
Waiting for certified payrolls and material certs to complete semi-final data.

SIGNED Larry D. Lindley LOCATION Eugene
Larry D. Lindley, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

-10,023

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to
File No.:

DATE: January 28, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

NOTED
E. S. HUNTER

FROM: Bruce M Walton for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. HES-3(12)

Contract 10023 Work Completed 11-15-85

Project 10th Ave.-1st Ave. (Junction City)

Highway Pacific Highway West

County Lane

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 12-12-85
313

G. K. Hosmer
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENG.
JAN 30 '86
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	[illegible]

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
JAN 29 1986
OREGON DIVISION

734-2023 (2-86)

CL 1986-0062

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
FEB 5 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 22, 1986

Wildish Corvallis Construction Co.
P.O. Box 7428
Eugene, OR 97401

IN REPLY REFER TO FILE NO.: CON 5
#10,023

Attention: Richard E. Wildish
President

This will acknowledge your Notice of Claim dated December 23, 1985, concerning the following Highway Division contract:

FILED BY:	Wildish Corvallis Construction Co.
AMOUNT:	$22,222.56 and late charges of $888.90, plus interest
FOR:	Labor and materials
AGAINST (Prime contractor)	Mid Continent Industrial Services, Inc.
CONTRACT NO.:	10,023
PROJECT:	Tenth Avenue-First Avenue (Junction City) Section, Pacific Highway West, Lane County
SURETY:	Employers Insurance of Wausau

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office (121 Transportation Building, Salem, OR 97310) when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
FEB -7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Mid Continent Industrial Services Inc.
P.O. Box 1688
Albany, OR 97321

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter. ✓

NOTED ON CARD
2-18-86 cc

WILDISH
Since 1935

WILDISH CORVALLIS CONSTRUCTION CO.
P. O. BOX 7428
EUGENE, OREGON 97401
(503) 485-1700

December 23, 1985

CERTIFIED MAIL
P714 038 323

Mid Continent Industrial Services Inc.
100-41st Ave. SE
P O Box 1688
Albany, OR 97321

Subject: Claim on Bond for OSHD Contract 10023
Project Name: 10th Ave - First Ave Junction City

Gentlemen:

Attached please find a copy of the Notice of Claim filed by this company on the above referenced project. This Notice of Claim relates to nonpayment of materials, labor, equipment and services for the time period thru October 10, 1985.

This letter is sent by Certified Mail pursuant to and in compliance with the laws of the State of Oregon. The amount indicated on the Notice of Claim is due and owing and is that sum remaining after all just credits and offsets.

Yours very truly,

WILDISH CORVALLIS CONSTRUCTION CO.

Richard E. Wildish
President

Attachment

REW/llh

cc: Oregon State Highway Division
Employers Insurance of Wausau
Secretary of State

RECEIVED
DEC 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CORPORATE HEADQUARTERS OFFICE: 3600 COUNTY FARM ROAD, EUGENE, OREGON
AN EQUAL OPPORTUNITY EMPLOYER

NOTICE OF CLAIM ON PAYMENT BOND

(OREGON PUBLIC WORKS)

To: OREGON STATE HIGHWAY DIVISION
Dept. of Transportation
Room 435, Transportation Bldg.
Salem, Oregon 97310

MID CONTINENT INDUSTRIAL SERVICES, INC.
100-41st Ave. SE
P O Box 1688
Albany, Oregon 97321

NOTICE IS HEREBY GIVEN that the undersigned, Wildish Corvallis Construction Co. has a claim for furnishing materials, labor, equipment and services in the sum of Twenty Two Thousand Two Hundred Twenty Two and 56/100 Dollars ($22,222.56) plus Late Charges of Eight Hundred Eighty Eight and 90/100 Dollars ($888.90) plus interest at the rate of 24% per annum on the unpaid principal balance, due against the bond taken from Mid Continent Industrial Services, Inc. as principal, and Employers Insurance of WAUSAU, as surety, for use on that project known as Oregon State Highway Contract 10023 10th Ave-First Ave Junction City.

WILDISH CORVALLIS CONSTRUCTION CO.
P O Box 7428
Eugene, OR 97401

Dated: December 23, 1985

By: ______________________
Richard E. Wildish, President

cc: Employers Insurance of Wausau
9400 SW Beaverton Hwy Suite 300
Beaverton, OR 97005

Secretary of State
Barbara Roberts
State Capitol Room 141
Salem, OR 97310

RECEIVED
DEC 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10 222

cc: L. W. Rulien

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 2	COUNTY Lane		DIVISION Oregon
IN COMPANY WITH Doug Green, Project Manager, OSHD				
DATE OF INSPECTION 12/12/85	INSPECTION MADE BY W. N. Bryant, Area Engineer, FHWA			PROJECT NO. HES-3(12)
QUALITY OF WORK Satisfactory		PROGRESS OF WORK Satisfactory	TIME ELAPSED See below %	WORK COMPLETED 100 %

NOTED
W. E. SCHWARTZ

10th Avenue - 1st Avenue (Junction City)
Pacific Highway West
Traffic Signal

Work completed under this project consisted of the construction of roadway and traffic signal at the intersection of 10th Avenue, traffic signal revisions at 1st Avenue and 6th Avenue, and the construction of signals interconnect system between 10th Avenue and 1st Avenue all along Pacific Highway west in the City of Junction City. A contract in the amount of $129,444.45 was awarded Mid Continent Industrial Services, Inc., Albany, Oregon on 5/8/85. Work began on 9/16/85 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 11/15/85 (the specified completion date) at a final cost of $161,800 which includes $129,000 for original bid item work, $8300 for work completed under approved price agreements, $900 for approved force account work, $10,600 for work completed under State Force Orders (signal testing, turn-on, and striping) and $13,000 for construction engineering.

Project records indicate that all materials incorporated into the completed work were tested or field inspected in accordance with established procedures and found to be in reasonably close conformance with specification requirements.

Based on the results of this inspection, final acceptance of the contract work is recommended.

#########

RECEIVED
STATE HWY ENGR
DEC 23 '85
REFER TO
Fredrickson
FOR
Info Inves R/D D/R Sign Act File

Cy
12/24

Form FHWA-1446A

jc cc: OSHD (lien) **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☒ INITIAL INSPECTION
☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH
☐ FINAL INSPECTION

REGION NO. 10	REPORT NO. 1	COUNTY Lane	DIVISION Oregon
IN COMPANY WITH Doug Green, Project Manager; OSHD			
DATE OF INSPECTION 10-9-85	INSPECTION MADE BY W. N. Bryant, Area Engineer		PROJECT NO. HES-3(12)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED See Comments %	WORK COMPLETED 50 %

RECEIVED
STATE HWY ENGR
OCT 21 '85
REFER TO Fredrickson
FOR
Info Inves R/D D/R Sign Act File

cy 10/22

NOTED
W. E. SCHWARTZ

10TH AVENUE - 1ST AVENUE SECTION
PACIFIC HIGHWAY WEST
Signal

Work to be completed under this project consists of the reconstruction of the existing street at 10th Avenue, the installation of a traffic signal at the same intersection, revision of the existing traffic signals at 1st Avenue and 6th Avenue, and the construction of signal interconnect system between 10th Avenue and 1st Avenue. A contract in the amount of $129,444.45 was awarded Mid Continent Industrial Services, Inc., Albany, Oregon on 5-8-85. Project work began on 9-16-85.

To date all roadwork which includes the reconstruction of the existing street at 10th Avenue, construction of concrete curbs and construction of concrete sidewalks and ramps has been completed. This work was completed on 9-25-85 and within the ten calendar days allowed under the contract. At the time of this inspection the contractor was cutting the trench for the signal interconnect system. All necessary pole bases have also been constructed.

Two contract times for completion of work were provided under this contract. The first required all work except for that covered under Traffic Signals be completed before the elapse of 10 calendar days (starting when "on-site" work begins) or not later than 9-30-85. The second contract time provides that all contract work be completed not later than 11-15-85. The contractor met the first contract time with no problems and is expected to complete all remaining work by 11-15-85.

(Continued)

The work to date has been tested or field inspected in accordance with established procedures and found to be in reasonably close conformance with specification requirements. He also indicated one of the signal controllers being tested at the control lab had failed and would have to be repaired or replaced.

The traffic control measures being used to control traffic through the project was reviewed and found to be in reasonably close conformance with the approved traffic control plans and the MUTCD except for two ground mounted stop signs in place at the intersection of Pacific Highway West and 10th Avenue. The project manager took immediate action to have these stop signs mounted at the proper height and location.

- WNB -

June 10, 1985

Mid Continent Industrial Services, Inc.
100 41st Avenue
P. O. Box 1688
Albany, OR 97321

CON 5
#10,023

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,023 for a traffic signal installation on the Tenth Avenue-First Avenue (Junction City) Section of Pacific Highway West in Lane County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

alp
Enclosure

cc: Employers Insurance of Wausau
9400 S. W. Beaverton Hwy., Suite 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
James Gix
D. W. Greene
L. E. George

mcis
mid continent
industrial services

May 1, 1985

Oregon State Highway Division
121 Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert Gormsen

Gentlemen:

In regards to the three (3) per cent D.B.E. requirement for your O.S.H.D. Job No. 10023 (10th Avenue - 1st Avenue - Junction City Section of Pacific Highway West) we are going to use the following subcontractor to meet that requirement:

Shur-Way Contractors
P.O. Box 1908
Eugene, Oregon 97440

The owner is Mr. Max Ansola and is registered as a D.B.E. with the State of Oregon.

Bid Item No. 12 is $3,300 and Bid Item No. 13 is $700.00 for a total amount of $4,000.00 which is over three (3) per cent of the total bid amount of $129,444.45.

We hope that this meets with your approval.

Very truly yours,

MID CONTINENT INDUSTRIAL SERVICES

Lyle Speer

Lyle Speer
President

RECEIVED
MAY 0 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

LS:sw

100 41st Ave. S.E. •• P.O. Box 1688 •• Albany, OR 97321 •• (503) 967-8605

cc John Widmer

10,023

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 5-140	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State OREGON
PROJECT REPORT NUMBER		County LANE
MODIFICATION NUMBER 2		Project Number HES-3 (12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 21, 1983, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 19,000	$ 178,451
Federal funds	$ 17,100	$ 160,605
Other revisions		

This modification is made for the following reasons:

To include contract work.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 22nd day of May, 1985.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

By for H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 17, 1985

FEDERAL AID PROJECT NO. HES-3(12)

10th Avenue (Junction City) Section
Pacific Highway West
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$ 16,000.00
	Total	$ 16,000.00

Type Code ROW
Right of Way

Right of Way	All Required	$ 2,700.00
	Subtotal	$ 2,700.00
	Acquisition Expense	300.00
	Total	$ 3,000.00

Type Code Y031
Traffic Signal (1-location)(Sta. 1601+90)

Mobilization	Lump Sum	All	Lump Sum	$ 12,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,000.00
Temporary Signs	Sq. Ft.	454	5.00	2,270.00
Temporary Barricades	Each	20	60.00	1,200.00
Flaggers	Hour	100	20.00	2,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	735.00
General Excavation	Cu. Yd.	373	9.50	3,543.50
1"-0 Aggregate Base	Ton	495	9.20	4,554.00
Class "C" Asphalt Concrete	Ton	142	44.00	6,248.00
Concrete Walks with Ramps	Sq. Yd.	177	15.35	2,716.95
Concrete Curbs, Type "A"	Lin. Ft.	350	9.90	3,465.00
Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	68,712.00
Model 170 Controller Equipment, Complete	Lump Sum	All	Lump Sum	20,000.00
				$ 129,444.45

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$	3,100.00
State Furnished Prom & Program	All Required		2,100.00
Signal Controller Testing & Turn On	All Required		5,400.00
	TOTAL	$	10,600.00
	Subtotal	$	140,044.45
	Engineering		18,906.55
	Total	$	158,951.00

Length of Project ------------------ 0.0

RETAIN IN RESERVE

Replace Existing Landscaping	All Required	$	500.00

SUMMARY OF FUNDS (90%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
P.E.	$ 16,000.00	$ 14,400.00	$ 1,600.00
R/W	3,000.00	2,700.00	300.00
Signal	158,951.00	143,055.00	15,896.00
SUBTOTAL	$177,951.00	$160,155.00	$17,796.00
Reserve	500.00	450.00	50.00
TOTAL	$178,451.00	$160,605.00	$17,846.00

Group 1: 95%; Group 8: 5%
Contract No. 10,023
Prefix: 20-1916 P.E.
Prefix: 20-1001

Appn Code 141

CPL:me pf

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 11-46

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-31-84

Form Approved; O M B No. 04-R2089

State: Oregon
County: Lane
Project Number: HES-3(12)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on October 21, 19 83, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 16,000	$ 19,000
Federal funds	$ 14,400	$ 17,100
Other revisions		

This modification is made for the following reasons: to include approved right-of-way and right-of-way acquisition expenses.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 31st day of October, 1984.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXXFor: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Oregon State Highway Division
Salem, Oregon October 23, 1984

Federal-Aid Project No. HES-3(12)

10th Avenue (Junction City) Section
Pacific Highway West
Lane County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 16,000.00
		Total	16,000.00

Type Code ROW
Right-of-Way

Right-of-Way	All Required		$ 2,700.00
		Subtotal	$ 2,700.00
	Acquisition Expense		300.00
		Total	$ 3,000.00

Length of Project	0.0 mi.

SUMMARY OF FUNDS (90%)

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 16,000.00	$ 14,400.00	$ 1,600.00
Right-of-Way	3,000.00	2,700.00	300.00
Retain in Program			
Contract Work	70,000.00	63,000.00	7,000.00
Total	$ 89,000.00	$ 80,100.00	$ 8,900.00

Group 1	100%
Prefix:	20-1916
Prefix:	20-2538

WH:bkb

STATE COPY

OMB No. 04-R2089

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NO. 10-145

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FEDERAL-AID PROJECT AGREEMENT

State: Oregon

County: Lane

Project No.: HES-3(12)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

SR 99, Jct. 10th Ave. (Junction City)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING	10-12-83	0.0
RIGHTS-OF-WAY		
CONSTRUCTION		

OTHER *(Specify)*

FUNDS PRO RATA 90.0%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 16,000.00	$ 14,400.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator: OCT 21 1983

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK

a. Except for projects constructed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

b. With regard to projects performed under Certification Acceptance procedures, the State highway agency will perform the work, or cause it to be performed, in accordance with the terms of its approved Certification, or exceptions thereto as may have been approved by the Federal Highway Administration.

2. HIGHWAY PLANNING AND RESEARCH (HP&R) PROJECT. The State highway agency will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

3. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the tenth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

4. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway agency will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway agency under the terms of this agreement.

5. INTERSTATE SYSTEM PROJECT. (a) The State highway agency will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway agency will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway agency will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

6. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 U.S.C. 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway agency, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 U.S.C. 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

7. STAGE CONSTRUCTION. The State highway agency agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHTO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation..

8. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 U.S.C. 122, for retiring maturities of the principal indebtednesss of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by 23 CFR Part 140, Subpart F, and Volume 1, Chapter 4, Section 8 of the Federal-Aid Highway Program Manual or the alternative State procedure set forth in the State's Certificate, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway agency for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

9. SPECIAL HIGHWAY PLANNING AND RESEARCH PROJECT. The State Highway agency hereby authorizes the Federal Highway Administration to charge the State's pro rata share of costs incurred against funds apportioned to the State under 23 U.S.C. 307 (c), as amended. In the event a project is financed with both Federal-aid funds and State matching funds, the State agrees to advance to The Federal Highway Administration the State matching funds for its share of the estimated cost. For a National Pooled Fund study, the State hereby assigns its responsibility for the work to the Federal Highway Administration. For an Intra-Regional Cooperative Study, the State hereby assigns its responsibility for the work to the lead State for the study.

10. PARKING REGULATION AND TRAFFIC CONTROL. The State highway agency will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the local unit of Government referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration, unless the State determines, and the Division Administrator concurs, that the local unit of Government has a functioning traffic engineering unit with the demonstrated ability to apply and maintain sound traffic operations and control.

Gen File

Oregon State Highway Division
Salem, Oregon October 20, 1983

Federal-Aid Project No. HES-3(12)

10th Avenue (Junction City) Section
Pacific Highway West
Lane County

PROJECT AGREEMENT ESTIMATE

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required		$ 16,000.00
		Total	$ 16,000.00

Length of Project 0.0 mi.

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 16,000.00	$ 14,400.00	$ 1,600.00
Retain in Program			
Contract Work	70,000.00	63,000.00	7,000.00
Total	$ 86,000.00	$ 77,400.00	$ 8,600.00

Group 1 100%
Prefix:

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY DIVISION - DEPARTMENT OF TRANSPORTATION LOC 3

TO: FILES DATE: May 17, 1985

H S Coulter

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Footpaths and Bicycle Trails
April 18, 1985 Bid Letting

This is an informational report to document the Highway Division's action taken with regard to establishing footpaths and bicycle trails as set forth in ORS 366.514. Bids were opened April 18, 1985 on the following projects:

1. Monroe-Crow Creek
   Pacific West Highway
   Benton and Lane Counties
   Paving
   Overlay

   Pursuant to ORS Chapter 366.514(1), footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Clatsop and Washington County Oiling Project
   Fishhawk Falls and Sunset Highways
   Clatsop and Washington Counties
   Paving
   Oiling

   Same as No. 1.

3. Westport Ferry Slip
   Clatsop County
   Decking
   Same as No. 1.

4. Postponed

5. Star Ridge-Cottonwood Creek
   John Day-Burns Highway
   Grant County
   Pavement Removal

   Same as No. 1.

6. Mt. Hood and Hood River Highways Patching Project
   Mt. Hood and Hood River Highways
   Hood River County
   Paving
   Overlay-Patching

   Same as No. 1.

7. Bly Rock Production
   Klamath Falls-Lakeview Highway
   Klamath County
   Aggregate Crushing

   Same as No. 1.

8. Poodle Creek-Knight Road, Unit 1
   Florence-Eugene Highway
   Lane County
   Bikeway

   Four-foot bike lanes being constructed on both sides of the highway.

9. 10th Avenue-1st Avenue (Junction City)
   Pacific Highway West
   Lane County
   Signal

   Intersection revision. Pedestrian signals will be installed. Sidewalks with ramps will be constructed.

10. Sellwood Bridge-Palatine Hill Road
    Oswego Highway
    Multnomah County
    Paving
    Overlay

    Same as No. 1.

HSC:RPS:ja

cc E. S. Hunter
D. G. Talbot
L. E. George
Bob Pool

10,023

1P

4-29-85

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces	FUNCTION NO. ("SFO") ORDER NO. 210 — 02
PROJECT NAME (SECTION) 10th Ave.-1st Ave. (Junction City)	CONTRACT NO. 10,023
HIGHWAY Pacific Highway West — COUNTY Lane	PREFIX 20-1001
	F.A. PROJECT NO. HES-3(12)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

State furnished Prom & Program

ESTIMATE OF QUANTITIES AND COSTS:

Software	$ 2,100.00

EXPLANATION:

Anticipated item; has FHWA approval.

SUBMITTED BY Bruce M. Walton DATE 4-29-85 TITLE For Doug Greene, Project Manager	APPROVAL RECOMMENDED OR APPROVED BY REGION DATE
APPROVAL RECOMMENDED BY DATE TITLE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC DATE APR 29

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

5

1P

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces	FUNCTION NO. ("SFO") ORDER NO. 270 — 01
PROJECT NAME (SECTION) 10th Ave.-1st Ave. (Junction City)	CONTRACT NO. 10,023
HIGHWAY Pacific Hwy. W. — COUNTY Lane	PREFIX 20-1001
	F.A. PROJECT NO. HES-3(12)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Permanent Pavement Striping

ESTIMATE OF QUANTITIES AND COSTS:

Labor, Matierials & Equipment	$ 3,100.00

EXPLANATION:

Anticipated item; has FHWA approval.

SUBMITTED BY Bruce M. Walton DATE 4-29-85 TITLE for Doug Greene, Project Manager	APPROVAL RECOMMENDED OR APPROVED BY REGION DATE
APPROVAL RECOMMENDED BY DATE TITLE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC Gerald Wismer DATE APR 29

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

1P

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces		FUNCTION NO. ("SFO") ORDER NO. 270 — 03
PROJECT NAME (SECTION) 10th Ave.-1st Ave. (Junction City)		CONTRACT NO. 10,023
HIGHWAY Pacific Hwy. W.	COUNTY Lane	PREFIX 20-1001
		F.A. PROJECT NO. HES-3(12)

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Signal Control Test & Turn-on

ESTIMATE OF QUANTITIES AND COSTS:

Labor, Equipment & Materials	$ 5,400.00

EXPLANATION:

Anticipated Items; has FHWA approval.

SUBMITTED BY Bruce McWalton	DATE 4-29-85	APPROVAL RECOMMENDED OR APPROVED BY REGION	DATE
TITLE for Doug Greene, Project Manager			
APPROVAL RECOMMENDED BY	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE APR 29
TITLE			

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submi original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

[illegible]

[illegible]
Jct. City

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-3(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken
Division Administrator, FHWA OR Div
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 4001

6. TO
Mr. H. S. Coulter
State Highway Engineer
State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3-27-85

8. FEDERAL ROUTE NUMBER Primary 3

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:

10th AVENUE - FIRST AVENUE (JUNCTION CITY) SECTION

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change: See below

13. REMARKS

As requested by Mr. Potter's letter of March 22, 1985, the Program Change is approved as follows:

1. EXtend the project limits southerly to include the installation of a signal interconnect from First Avenue and upgrade signal controllers at First and Sixth Avenues.
2. Change project name to "10th Ave - 1st Ave (Junction City) Section."

RECEIVED
STATE HWY ENGR
APR 5 '85
REFER TO Potter
FOR

Orig. w/ att. to 4/r

14. DATE 4/5/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

TRA 7.6.1

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 22, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40001
Project No. HES-3(12)
10th Avenue (Junction City) Section
Pacific Highway West
Lane County

I request your approval of a program change on the subject project to extend the project limits southerly to include the installation of a signal interconnect from 1st Avenue, and upgrade traffic signal controllers at 1st and 6th Avenues. Approval of this request, also requires change of project name to read "10th Ave.-1st Ave. (Junction City) Section".

CPL:bkb
cc: R. Bladorn
General Files

Form 734-3122

Section *10th Ave.-1st. Ave. (Junction City) Sec.* Program ng Estimate $ *100,000*
Highway *Pacific Highway West* Project Length *0.49 Mi.*
County *Lane* Completion Time *45 C.D. or not later than*
Kind of Work *Traffic Signals* ~~Est.~~ Comp. Date *November 15, 1985*
Prefix *20-1916* Letting Date *April 18, 1985* Project No. *HES-3(12)*

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ *143,427.00*

Anticipated Additional Items:

Royalty Payment.		$ *11,100.00*
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	*3100.00*	
Temporary Pavement Striping.		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished *PROM & Program*	*2100.00*	
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages.		
Signal Controller Testing *& Turn-on*	*5400.00*	
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
Replace Existing Landscaping	*500.00*	
. . . .		
. . . .		
. . . .		
. . . .		
Adjust Utilities:		
. . . .		
. . . .		

Subtotal	$ *154,527.00*
Contingencies (4-1/2%)	*6,953.72*
Engineering (8, [✓ 9] 10%)	*13,907.44*
Subtotal	$ *175,388.16*
Credit for ________________	—
Estimated Net Authorization, Construction	$ *175,388.16*

APPROVED

3/13/85

____
Road Design Engineer

3:10 JB

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION 10th AVE. - 1st AVE (JUNCTION CITY) Sec.				**COUNTY** Lane		**SHEET** 1 **OF** 2
KIND OF WORK Traffic Signal Installation		**KEY NUMBER**		**LENGTH** 0.49 Mi	**DATE** 3-11-85	**NAME** Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 3-12-85					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 4-18-85					
	Mobilization		All	All	-	4,500
	Temporary Protection and Direction of Traffic		All	All		4,600^{00}
	Temporary Signs		Sq. Ft.	454	6^{00}	2,724^{00}
	Temporary Barricades		Each	20	70^{00}	1,400^{00}
	Flaggers		Hour	100	15	1500
	ROADWORK					
	Removal of Structures and Obstructions		All	All	-	2,000
	General Excavation		Cu. yd.	373	10	3730
	1"-0 Aggregate Base		Ton	495	15	7425
	Class "C" Asphalt Concrete		Ton	142	50	7100
	Concrete Walks with Ramps		Sq. yd.	177	15	2655
	Concrete Curbs, Type "A"		Lin. Ft.	350	6	2100

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION 10th AVE. - 1st AVE. (JUNCTION CITY) Sec.		COUNTY Lane		SHEET 2 OF 2
KIND OF WORK Traffic Signal Installation	KEY NUMBER	LENGTH 0.49 Mi	DATE 3-11-85	NAME Leroy Churchill

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. ______					
	THIS ENGINEERING ESTIMATE IS PRICED FOR					
	LETTING ______					
	TRAFFIC SIGNALS					
	Traffic Signal Installation, Complete		All	All		68,561^{00}
	Model 170 Controller Equipment, Complete		All	All		35,132^{00}
						143,427

734-1736 (REV. 2-84)

File

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Program Section

DATE: March 6, 1985

Rod Henry

FROM: Rod Henry, Assistant
Right of Way Manager

SUBJECT: Right of Way Certification
F. A. Projects
Bid Opening April 4, 1985

Federal-aid Project No. HES-3(12) Highway No. 1W

Federal-aid Project Name 1st Ave.-10th St. (Junction City)

County Lane

I certify that to the best of my knowledge the following statements, as checked, are correct with regard to the right-of-way and relocation for this project:

[ ] No additional right-of-way was acquired. Construction can be accomplished within the existing right-of-way.

[XX] Right-of-way was acquired in accordance with current FHWA directives covering acquisition of real property and with the relocation provisions of FHPM 7-5. The State has legal and physical possession or has a right to occupy and use all right-of-way. Occupants have vacated all residential, commercial and farm buildings.

* * * * *

[XX] There are no individuals or families to be displaced from residential improvements.

[ ] All individuals and families have been relocated to decent, safe, and sanitary housing, or the State has made available to relocatees adequate replacement housing in accordance with the provisions of current FHWA directives.

RH:jh

cc: Duane Christensen
Leon Brock ✓
Don Aman

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
MAR 6 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

81 125 1987

Oregon State Highway Division
Salem, Oregon 1985

Federal Aid Project no HES-3(12)

10th Avenue (Junction City) Section
Pacific Hwy West
Lane County

P.S.&E. Estimate

Type code P.E.
Preliminary Engineering

Preliminary Engineering	All Required	$16,000.00
	Total	$16,000.00

Type code ROW
Right of Way

Right of Way	All Required	$2,700.00
	Sub total	$2,700.00
	acquisition expense	300.00
	Total	$3,000.00

Type code Y031
Traffic Signal (1-location) (Sta 1601+90)

	Mobilization		All	All	-	4,500
	Temporary Protection and Direction of Traffic		All	All		4,600.00
	Temporary Signs		Sq. Ft.	454	6.00	2,724.00
	Temporary Barricades		Each	20	70.00	1,400.00
	Flaggers		Hour	100	15	1500

	Removal of Structures and Obstructions		All	All	-	2,000
	General Excavation		Cu.yd.	373	10	3730
	1"-0 Aggregate Base		Ton	495	15	7425
	Class "C" Asphalt Concrete		Ton	142	50	7100
	Concrete Walks with Ramps		Sq.yd.	177	15	2655
	Concrete Curbs, Type "A"		Lin.Ft.	350	6	2100
	Traffic Signal Installation, Complete		All	All		68,561.00
	Model 170 Controller Equipment, Complete		All	All		35,132.00

$143,427.00

Anticipated Items

Permanent Pavement Striping	All Required	$3,100.00
State Furnished Prom + Program	" "	2,100.00
Signal Controller Testing + Turn-On	" "	5,400.00
		$10,600.00

Sub total $154,027.00

(13½) Engineering 20,793.00

Total $174,820.00

Length of Project — — 0.0 mile

Retain In Reserve

Replace Existing Landscaping	All Required	$500.00

Summary of Funds (90%)

Description	Total cost	Federal Funds	State Funds
P.E.	$16,000.00	$14,400.00	$1,600.00
R/W	3,000.00	2,700.00	300.00
Signal	174,820.00	157,338.00	17,482.00
Sub total	$193,820.00	$174,438.00	19,382.00
Reserve	500.00	450.00	50.00
Total	$194,320.00	$174,888.00	$19,432.00

Group - 1 - 95% Group 8 - 5%

Contract no

Prefix 20-1916 P.E.

20-10

Appr. code 141

TABULATION SHEET

SHEET .... OF .... SHEETS

SECTION: 10th Avenue (Junction City) Section
HIGHWAY: Pacific Highway West
COUNTY: Lane

Prefix: 20-2538 Project No.: HES-3(12) 1240 dated 10-10-84

File No.	Paid	Claimed	Option					
54086	280 P	280 P	280 P	11-84				
54087	775 P	775 P	775 P	12-84				
54088		Cancelled 11-29-84						

FINAL REPORT on Real Property Negotiations

HES-3(12)

OREGON STATE HIGHWAY DIVISION

File 54087

Sta. N/A to Sta. N/A

Name of owner T.C.B. Property Co., an Oregon Corporation

Attention: Herman Bradley

Mail address P.O. Box 377 Phone No. 998-8737

Junction City, OR 97448 Phone No.

Attorney N/A Address

Purpose of purchase Perm. Ease. & Temp. Ease.

Deed Signed 11-7-84
OPTION EXPIRES 5-6-85

Possession 2-6-85 or 30 days after payment, whichever is later.

Location of property Pacific Highway West at 10th Street section of Pacific Highway West Highway in Lane County.

Street address or Sec. T.R. 955 Ivy Street, Junction City, OR

How does taking affect remaining property? Minimal effect
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Permanent Easement and Temporary Easement on commercial land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land:	75 SF Permanent Easement for Traffic Control Facility	= $225.00
	320 SF Temporary Easement - 2 year for work area	= $375.00
Improvements:	10± SF Ivy & 65± SF sawdust mulch	= $ 75.00
Cost to Cure:	Relocate 2 sprinkler heads & remodel underground pipe system	= $100.00
Total Compensation		= $775.00

RETAINED IN FIELD

RETAINED IN FIELD

Withholding $ -0- for N/A

Relocation: 3617 forwarded on 11-8-84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing; $ N/A Rent Supplement

Appraisals: $ 890.00 By Maddox Review Appraisal $ 775.00

Staff & $

Fee $ By Flanagan
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ [illegible] not controlled

Mail address P.O. Box 377 Phone No. 998-8737

Junction City, OR 97448 Phone No.

Attorney N/A Address

Purpose of purchase Perm. Ease. & Temp. Ease.

Deed Signed 11-7-84
OPTION EXPIRES 5-6-85

Possession 2-6-85 or 30 days after payment, whichever is later.

Location of property Pacific Highway West at 10th Street section of Pacific Highway West Highway in Lane County.

Street address or Sec. T.R. 955 Ivy Street, Junction City, OR

How does taking affect remaining property? Minimal effect
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Permanent Easement and Temporary Easement on commercial land
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land:	75 SF Permanent Easement for Traffic Control Facility	= $225.00
	320 SF Temporary Easement - 2 year for work area	= $375.00
Improvements:	10± SF Ivy & 65± SF sawdust mulch	= $ 75.00
Cost to Cure:	Relocate 2 sprinkler heads & remodel underground pipe system	= $100.00
Total Compensation		= $775.00

RETAINED IN FIELD

RETAINED IN FIELD

Withholding $ -0- for N/A

Relocation: 3617 forwarded on 11-8-84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing; $ N/A Rent Supplement

Appraisals: $ 890.00 By Maddox Review Appraisal $ 775.00

Staff & $

Fee $ By Flanagan
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 20-2538 Participating $ Non-Participating $

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Right of Way Supervisor Date 11/13/84
Neil Flanagan

Right of Way Manager Date

Authorized by Transportation Commission: Date 11/16/84

Signed: Russell R Hopkins
Right of Way Agent
Russell Hopkins

Dated: November 8, 1984

FORM 734-3042 (Rev. 7-78)

① 11/23/84

FINAL REPORT on Real Property Negotiations

HRS-3(12)

OREGON STATE HIGHWAY DIVISION

File 54086

Sta. N/A to Sta. N/A

Name of owner Wilmer L. & Inez C. McEldowney

Mail address 810 Walnut Phone No. 998-1060

Junction City, OR 97448 Phone No.

Attorney N/A Address

Purpose of purchase Two Year Temp. Ease. For Work Area

Deed Signed: 11-8-84
OPTION EXPIRES 5-7-85

Possession Upon Payment

Location of property Pacific Highway West at 10th Street section of Pacific Highway West Highway in Lane County.

Street address or Sec. T.R. 1025 Ivy Street, Junction City, OR

How does taking affect remaining property? No measurable effect
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Two year temporary easement for work area on commercial frontage - no improvements taken.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land: Two Year Temporary Easement for Work Area	
240 SF @ $1.16+/SF	= $280.00
Total Compensation	= $280.00

RETAINED IN FIELD

RETAINED IN FIELD

Withholding $ -0- for N/A

Relocation: 3617 forwarded on 11-14-84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing; $ N/A Rent Supplement

Appraisals: $ 280.00 By Don Maddox Review Appraisal $ 280.00

Staff & $

Fee $ By Neil Flanagan
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Junction City, OR 97448 Phone No.

Attorney N/A Address

Purpose of purchase Two Year Temp. Ease. For Work Area

Deed Signed: 11-8-84
OPTION EXPIRES 5-7-85

Possession Upon Payment

Location of property Pacific Highway West at 10th Street section of Pacific Highway West Highway in Lane County.

Street address or Sec. T.R. 1025 Ivy Street, Junction City, OR

How does taking affect remaining property? , No measurable effect
(Give details regarding dividing of tract, if appropriate)

Nature of property taken Two year temporary easement for work area on commercial frontage - no improvements taken.
(Give details regarding nature, cultivation, improvements and class of property taken.)

Basis of settlement: (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Tumblehead on back of sheet if necessary.)

Land: Two Year Temporary Easement for Work Area		
240 SF @ $1.16+/SF	=	$280.00
Total Compensation	=	$280.00

RETAINED IN FIELD

RETAINED IN FIELD

Withholding $ -0- for N/A

Relocation: 3617 forwarded on 11-14-84, ☐ Improved ☒ Unimproved

☐ Required Displacement: $ N/A Replacement Housing; $ N/A Rent Supplement

Appraisals: $ 280.00 By Don Maddox Review Appraisal $ 280.00

Staff & $

Fee $ By Neil Flanagan
Review Appraiser

☐ Entire taking ☐ Complete restriction of access ☐ Access controlled ☒ Access not controlled

Job Prefix 20-2538 Participating $ 280 Non-Participating $ -0-

General remarks
(Give such general explanation as you desire to support settlement)

Settlement recommended:

Date 11/14/84 Signed:
Right of Way Supervisor Right of Way Agent
Neil Flanagan Russell Hopkins

Date 11 1084 Dated: November 14, 1984
Right of Way Manager

Authorized by Transportation Commission: Date Boyd 11/20/84

FORM 734-3042 (Rev. 7-78)

(10) 11/23/84

Tra 7-6-1

nig

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-3(12) Jct.

2. STATE PROJECT NO. See below City

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 40001

10-11-84

6. TO
Mr. H. S. Coulter, State Highway Division
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-10-84

8. FEDERAL ROUTE NUMBER Primary 3

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION: 10th AVENUE (JUNCTION CITY) SECTION

11. GENERAL DESCRIPTION OF WORK Program Change and Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☒ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change

13. REMARKS

As requested by Mr. Potter's October 3, 1984 letter, the program change requested is approved to include "Right-of-Way Acquisition" to the character of proposed work.

Also, as requested, you are authorized to proceed with the acquisition of Files Nos. 54086, 54087, and 54088, as shown in R/W map IR-4-837, at a TEC of $3,000; Federal Funds $2,700.

Federal participation is limited to that right-of-way actually incorporated in the final location of the subject project.

RECEIVED
STATE HWY ENGR
OCT 12 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 10/15

14. DATE 10/11/84

15. SIGNATURE OF APPROVING OFFICIAL John D Wickman

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10/23

Date: October 3, 1984 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40001
Project No. HES-3(12)
10th Avenue (Junction City) Section
Pacific Highway West
Lane County

I request your approval of a program change on the subject project to include in the character of proposed work "Right of Way Acquisition" at an estimated total cost of $3,000 with Federal funds of $2,700. The right of way to be acquired consists of temporary and permanent easements and does not involve relocation assistance.

I further request authorization to proceed with the actual acquisition of the required right of way as outlined in red on the enclosed copy of right of way map IR-4-837.

CL:bkb
Enc.
cc: J. Boyd
D. Aman
General Files

20-2538

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: October 2, 1984

Donald C Aman

FROM: Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: Pacific Highway West @ 10th
St. Section
Pacific Highway West
Lane County
HES-3(12)

We have received three files on the above HES project that is scheduled for a F 4 Qtr. '85 letting. The acquisition of this right-of-way is estimated at $3,000 and does not require a relocation or moving allowance.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix.

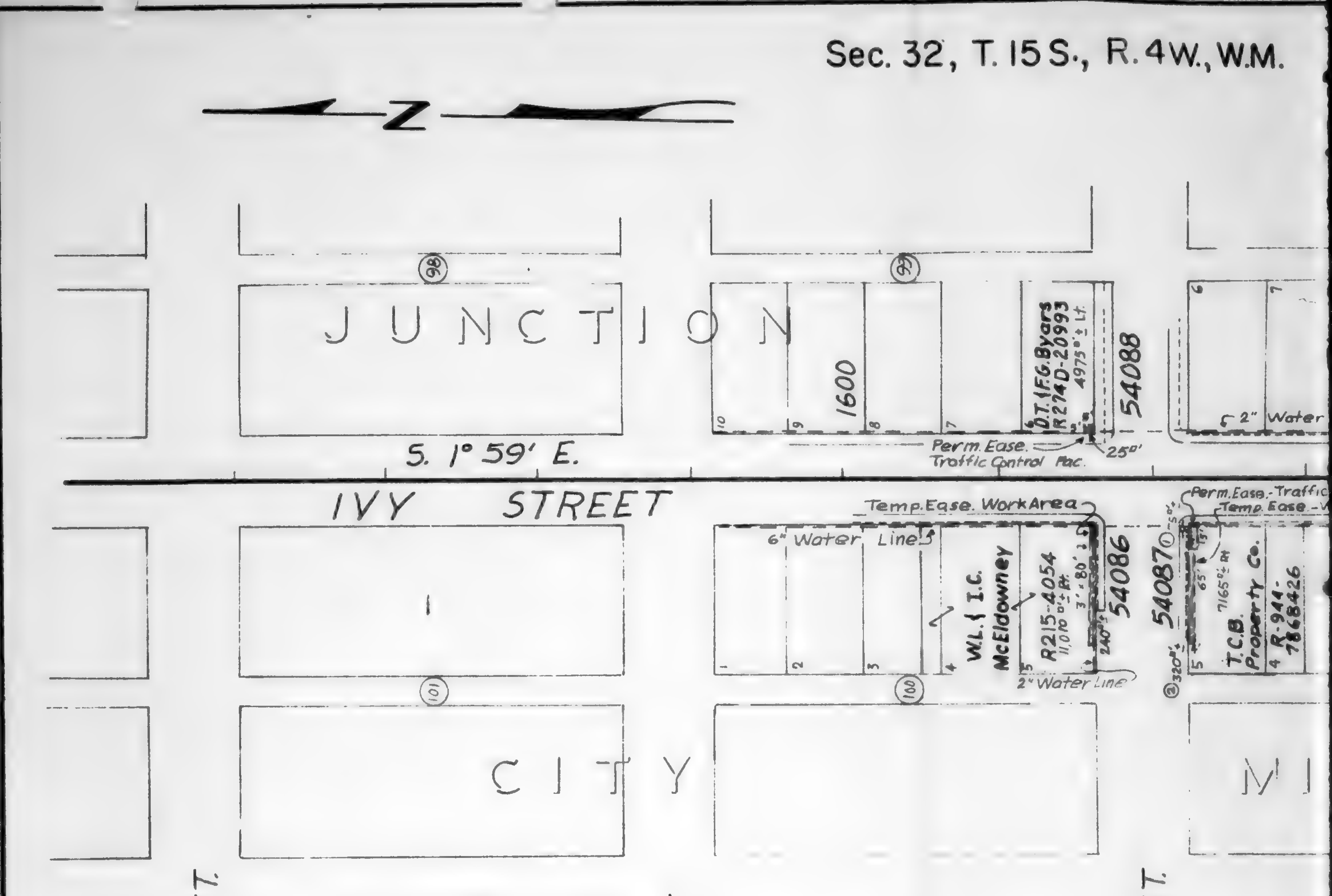
The above estimate covers files 54086 through 54088 as shown on map IR-4-83~~4~~7.

We would appreciate your efforts in expediting the programming of this project.

DA:jr
attach.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 3 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

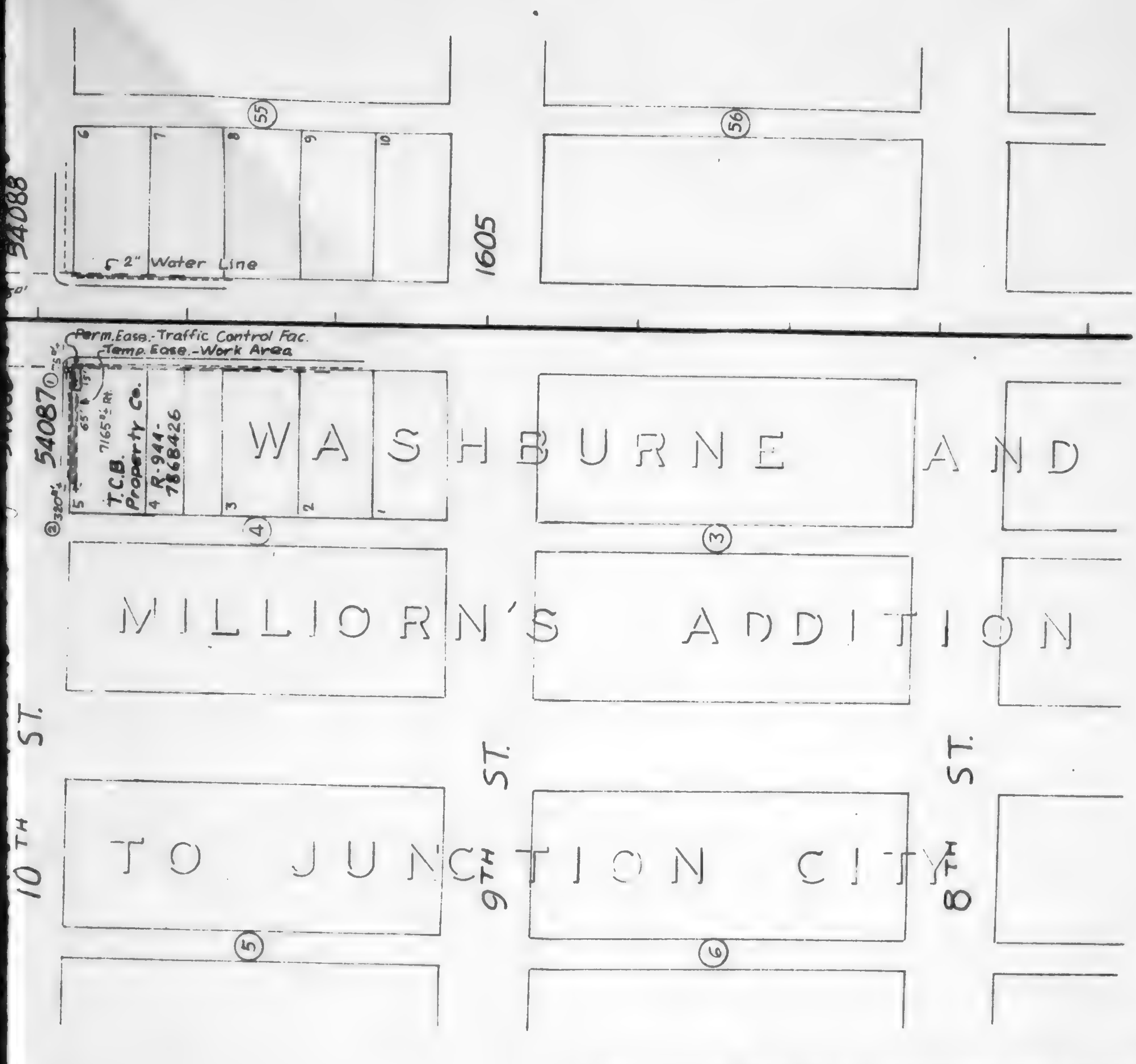
Sec. 32, T. 15 S., R. 4 W., W.M.



N
98
99
JUNCTION
1600
D.T. & F.G. Byars
R274D-20993
4975□± Lt.
54088
6
7
10
9
8
7
6
5
2" Water
Perm. Ease.
Traffic Control Fac.
25'
S. 1° 59' E.
IVY STREET
Temp. Ease. Work Area
Perm. Ease.-Traffic
Temp. Ease.-
6" Water Line
W.L. & I.C.
McEldowney
R215-4054
11,010□± Ft.
3' × 80'
240□±
54086
54087
①
②
5□±
320□±
15'
65'
7165□± Ft.
T.C.B.
Property Co.
R-944-
7868426
1
2
3
4
5
5
4
1
2" Water Line
101
100
CITY
M
JUNIPER ST.
12TH ST.
11TH ST.
10TH ST.
T
114
115

DRG. NO. IR-4-837

R. 4W., W.M.



54088
55
56
6
7
8
9
10
2" Water Line
1605
50'
Perm. Ease.-Traffic Control Fac.
Temp. Ease.-Work Area
54087
①
②
5'±
15'
65'
7165 sq.± ft.
320 sq.±
T.C.B. Property Co.
R-944-1868426
5
4
3
2
1
4
3
WASHBURNE AND
MILLIORN'S ADDITION
TO JUNCTION CITY
10TH ST.
9TH ST.
8TH ST.
5
6

OREGON STATE HIGHWAY DEPARTMENT	
Purpose	Easement
Section	Pacific Hwy. West at 10th St.
Highway	Pacific Hwy. West
County	Lane
Scale: 1" = 100'	Date: Sept. 1984

2B-10-7

108

ROAD DESIGN SECTION 378-6558

ROW 3-1

J. B. Boyd, Manager
Right of Way Section

September 6, 1984

J. H. Versteeg
Road Design Engineer

Files 54086, 54087 and 54088
Pacific Hwy. West at 10th St.
Pacific Highway West
Lane County

Attached are descriptions (3 files), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:jc
Attachments

1W

ROAD DESIGN - HIGHWAY DES 16

James J. Gix
Region 3 Engineer

August 3, 1984

Attn: Kipp Osborn
Region Traffic Operations Supervisor

Donald R. Adams, P.E.
Final Design Engineer

Sidewalk Ramp Treatment
Pacific Hwy. W. @ 10th St. Signal
Pacific Hwy. West (1W)
Junction City

Construction of a sidewalk ramp in the northwest corner of Pacific Highway West and 10th Street subject contract creates a conflict with the existing driveway to Dairy Queen. The approach is so close to the corner that apron slopes connot be constructed.

A recommendation of a substandard treatment is attached which extends the depressed portion of the existing approach. Please have someone check this in the field to determine if the safety of this approach is compromised by this design. It is felt that the existing Dairy Queen sign may aid in delineating the approach.

Comments on the proposal or other remedies is invited, as well as identification of the amount of sidewalk/approach ramp removal and reconstruction that is necessary to be included in the plans.

DRA:KD:mg

Attachment

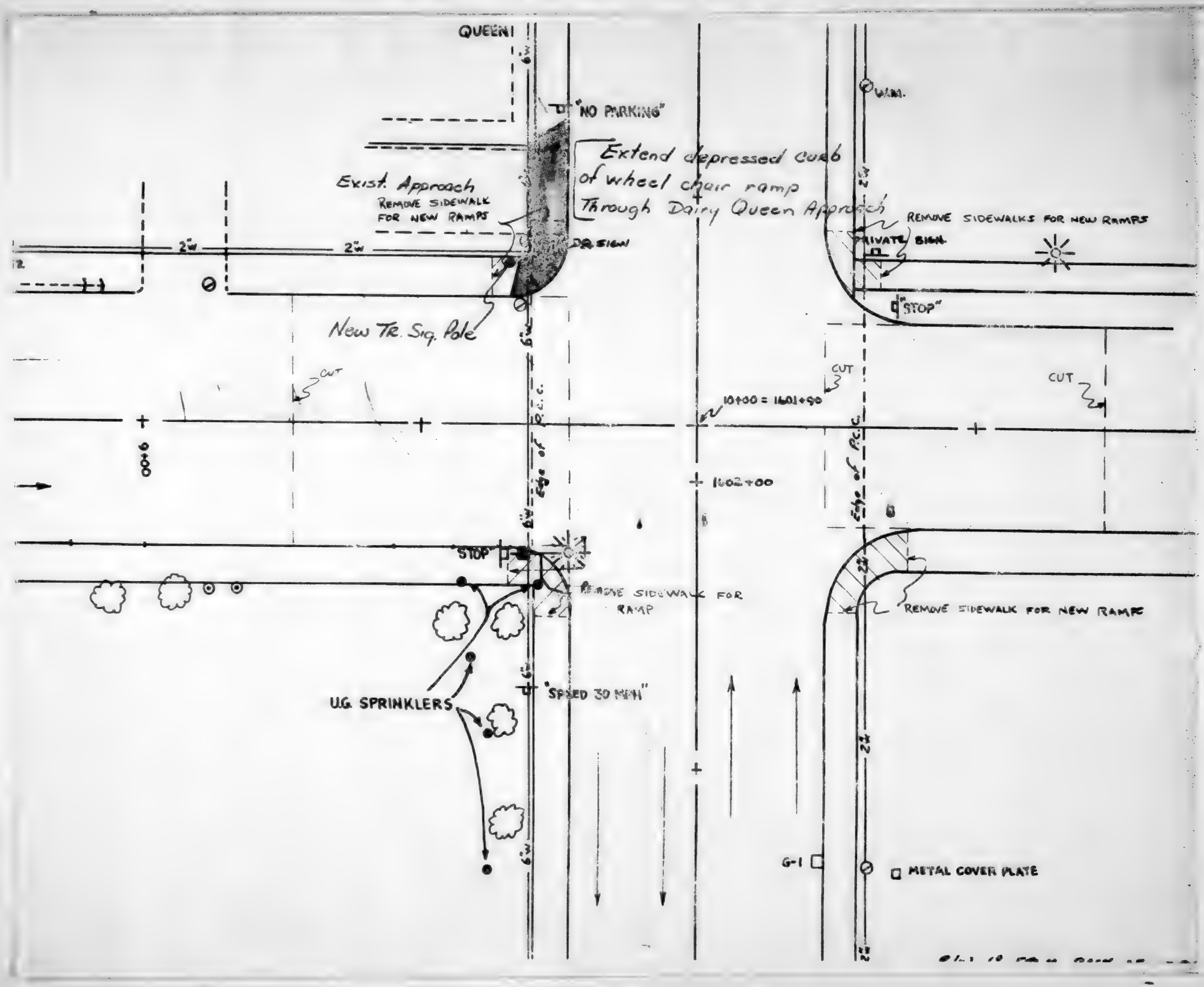
bc: Kerry Dayton
Kathy Fry

RECEIVED
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Edwards
2 Trout
Wakerlig
1 Kuehn RK

Do Not File ☐
Return to
Bring Up
Action

#11459


QUEEN
"NO PARKING"
Extend depressed curb
of wheel chair ramp
Through Dairy Queen Approach
Exist. Approach
REMOVE SIDEWALK
FOR NEW RAMPS
DR. SIGN
2"W
2"W
New TR. Sig. Pole
W.M.
REMOVE SIDEWALKS FOR NEW RAMPS
PRIVATE SIGN
"STOP"
CUT
CUT
CUT
10+00 = 1601+90
9+00
1602+00
Edge of P.C.C.
Edge of P.C.C.
6"W
"STOP"
REMOVE SIDEWALK FOR
RAMP
REMOVE SIDEWALK FOR NEW RAMP
U.G. SPRINKLERS
"SPEED 30 MPH"
G-1
METAL COVER PLATE
2"W

[illegible]

[illegible]

DATE: March 13, 1984

TO: Oregon Transportation Commission TRA 7

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Consultant Services
Traffic Signals, Various Highways

On the agenda for your consideration at the March 20 meeting will be a request to proceed with the selection of consultants and to undertake contracts for engineering services on selected signal projects. Attached is a list of the selected projects and the estimated cost of the consultant services for each. It is intended to contract for all signals in one region with a single consultant.

Numerous signals were added to the Six-Year Highway Improvement Program in FY 1984 and FY 1985. The construction season is upon us and our field crews will be unable to survey for the vicinity maps necessary to make signal contract plans in time to get the signal construction underway; therefore, we propose to contract for consultant services to prepare vicinity maps for the projects selected. The estimated cost for this work is $290,000.

The need for these signal installations has been identified and they should be made without delay to conform with the dates given in the Six-Year Highway Improvement Program. Funds are available from various federal highway programs.

Your approval is recommended.

Att.

FET:ge sl
Attachment

bc Fred Miller	w/att
Robert Gormsen	"
E. S. Hunter	"
W. E. Schwartz	"
R. N. Bothman	"
Section Heads	"
Region Engineers	"
George Bell	"

SIGNAL PROJECTS
Preliminary Engineering
Field Location Survey
Only

Metro Region

Pacific Highway West at S.W. Fisher Road Washington County Fiscal Year 1985 Traffic signals	$ 10,000
Scholls Highway at Sorento Road Beaverton Fiscal Year 1985 Traffic signals	10,000
Beaverton-Tualatin Highway at S.W. Bridgeport Road Durham Fiscal Year 1985 Traffic signals and channelization	15,000
Mt. Hood Highway at 362nd Avenue Sandy Fiscal Year 1986 Traffic signals	10,000
Sunset Highway at Sylvan Eastbound Ramp Signal Fiscal Year 1986 Traffic signals	15,000
Tualatin Valley Highway at S.W. 91st Avenue Washington County Fiscal Year 1986 Traffic signals	10,000
Beaverton-Tualatin Highway at S.W. Oak Washington County Fiscal Year 1987 Traffic signals and channelization	15,000
Scholls Highway at S.W. Nicol and S.W. Laurelwood Washington County Fiscal Year 1987 Traffic signals	10,000

Region 2

Pacific Highway West at S.E. Crystal Lake Road Corvallis Fiscal Year 1985 Traffic signals	$ 10,000
Pacific Highway East at Grant Canby Fiscal Year 1985 Traffic signals and channelization	15,000
Pacific Highway East at Brooklake Road Brooks Fiscal Year 1985 Traffic signals and channelization	30,000
Pacific Highway West at McDaniel lane McMinnville Fiscal Year 1986 Traffic signals	15,000
Corvallis-Lebanon Highway at Peoria Road Linn County Fiscal Year 1986 Traffic signals	10,000
Corvallis-Newport Highway at S.W. 15th Street Corvallis Fiscal Year 1986 Traffic signals and channelization	15,000

Region 3

Pacific Highway West at 10th Street Junction City Fiscal Year 1985 Traffic signals	$ 10,000
Willamette Highway at Crestview Street Oakridge Fiscal Year 1985 Traffic signals	10,000
Oregon Coast Highway at Winchester Avenue Reedsport Fiscal Year 1985 Traffic signals and channelization	10,000
Pacific Highway West at Bothel Drive Eugene Fiscal Year 1985 Traffic signals	10,000

Region 3 Cont.

Crater Lake Highway at Delta Waters Road Medford Fiscal Year 1985 Traffic signals		10,000
Redwood Highway at Beacon Drive Josephine County Fiscal Year 1985 Traffic signals and channelization		15,000
Cape Arago Highway at Oak Street North Bend Fiscal Year 1986 Traffic signals		10,000
Interstate 105 at County Club Road (ramp) Eugene Fiscal Year 1987 Traffic signals and signal bridge		25,000
	TOTAL	$290,000

10,023

IW misc.

PROJEC. PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION 3

SECTION Pacific Hwy. West (Ivy Street) @ 10th St.

AUTHORIZATION NO. 1

PREFIX 020-1916

DATE

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	----		916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	----		918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT	----	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING	----	
910 REGION GEOLOGIST	----		924 D.O.T.			955 R/W RELOC. ASSISTANCE	----	
911 TRAFFIC SECTION		5,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	----		980 PUBLIC HEARING	----	
913 RIGHT-OF-WAY LIAISON	----		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	----		932 RAILROAD & UTILITIES					

TOTALS	$	$ 15,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER HES-3(12)

LOCATION ENGINEER'S REMARKS

This is for authority to perform the necessary field work to develop a base map and to prepare a preliminary traffic signal design. This is now extended to include preparation of plans, specifications and cost estimate for a signal installation.

1 Versteeg ✓
(cy) Anderson
2 Adams
(cy) Macnab
3 Stoudenmeyer
Terpin
4 Trout
(cy) Wakerlig
5 Molly

RECEIVED
OCT 26 1983
ROAD DESIGN SECTION

cy to Lyle
Do Not File ☐
Return To
Bring Up / /
Action

[illegible] Engr. 9-14-83

PREPARED BY Gary M. Colfer	DATE 9/2/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 10/12/83
RECOMMENDED, REGION ENGINEER X	DATE 9/ /83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H Versteeg for	DATE 10-11-83
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10-12-83	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION Pacific Hwy. West (Ivy Street) @ 10th St.			KEY ID #	REGION 3
STATE HIGHWAY # 1W	HIGHWAY NAME Pacific Hwy. West 1W		MILE POST FROM 109.25 TO	LENGTH
☒ URBAN ☐ RURAL	CITY Junction City	COUNTY Lane	ROAD/STREET NAME	
ROUTE # 99	FEDERAL AID # FAP 3	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 16	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)		ACRES (#)	0
ROADWAY	$		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 70		SIGNALS (✓)	X	PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 3				RIGHT OF WAY DESCRIPTIONS (S,C,A)	
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	
~~10%~~ ENGINEERING & CONTINGENCIES	$ Incl. in above		DESIGN CATEGORY (1-7)	7	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 73 ~~70~~	WORK TYPE (1-12)	9	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ ~~86~~				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4/84	RECOMMENDED FUNDING SOURCE Title II	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)		
SIGNALS (#)	0	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	11,900 ~~11,550~~	
YEAR OF AVERAGE DAILY TRAFFIC	'82 ~~1981~~	

DEFINE THE PROBLEM

This intersection has had several right angle and turning accidents. This intersection is also on the signal priority list having met the interruption warrant.

PROPOSED SOLUTION

Install a two-phase fully actuated traffic signal.

REQUESTED, REGION ENGINEER X	DATE 8-30-83			
APPROVED, ASST HWY ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST HWY ENG FOR ADMINISTRATION X	DATE	TRANSP COMM APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Pacific Hwy. West (Ivy St.) @ 10th St.

REGION 3

PROJECT JUSTIFICATION

Ivy Street is a four lane roadway with a curb to curb width of 48 feet.

The accident history shows a problem with turning and right angle accidents.

It is the recommendation of this office that a two-phase fully actuated traffic signal be installed.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

REGION 3

SECTION Pacific Hwy. West (Ivy Street) @ 10th St.

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	S	OLD (#) 0	NEW (#) 1
						UTILITIES	S	(LIST BELOW)	

COMPANIES
Pacific Power & Light Co.
Pacific Northwest Bell Telephone
Northwest Natural Gas

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 25 MPH

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
	5	C				12	12 ~~11~~	0	12 ~~11~~	12				C	5	
	5	C				12	~~11~~	0	12 ~~11~~	12				C	5	

PROPOSED

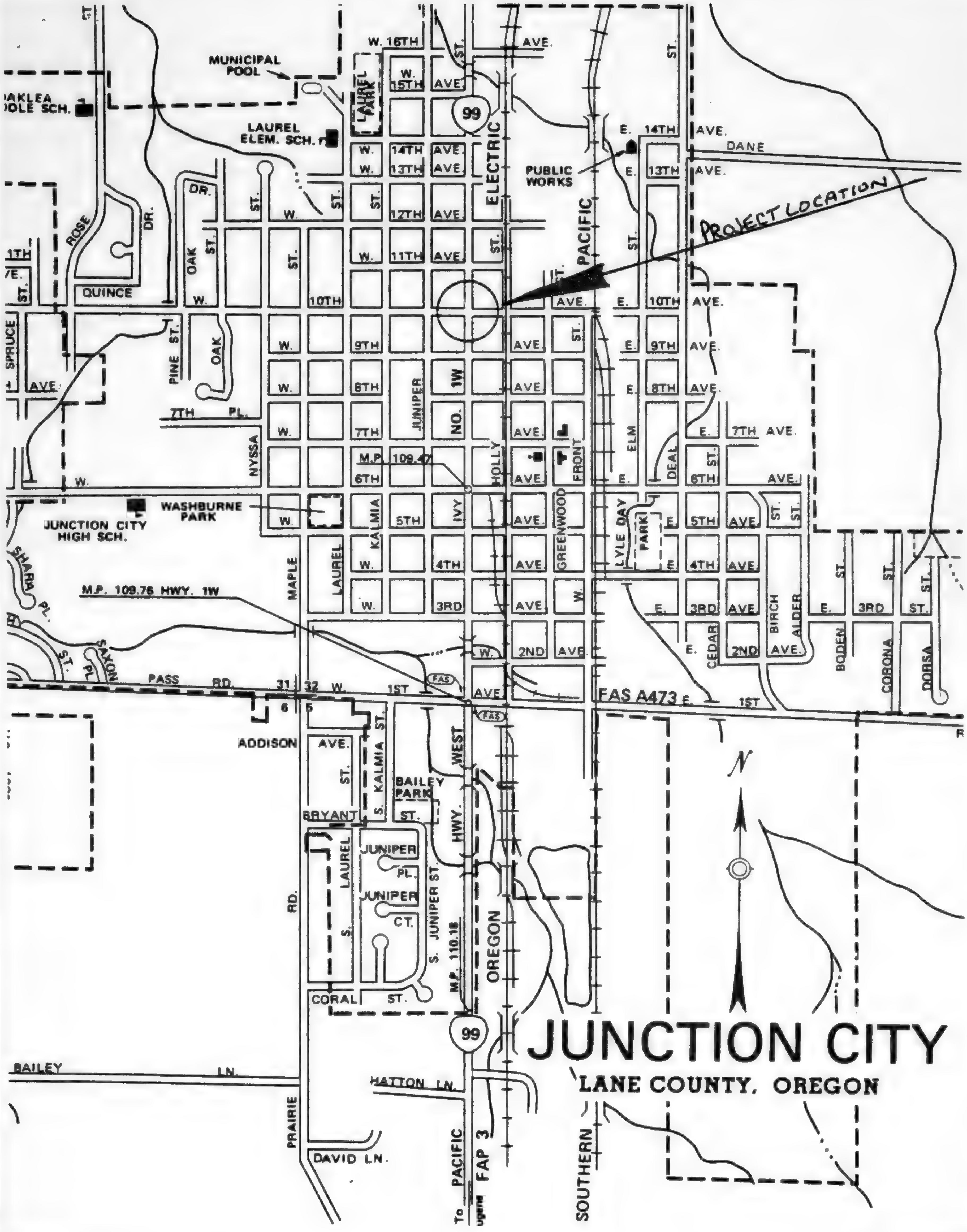
SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
		N/A			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5		APPROVED	
BRIDGE 2			N/A	BRIDGE 6		Location Engineer	
BRIDGE 3				BRIDGE 7		Date	
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)


JUNCTION CITY
LANE COUNTY, OREGON
PROJECT LOCATION
N
MUNICIPAL POOL
OAKLEA MIDDLE SCH.
LAUREL PARK
LAUREL ELEM. SCH.
PUBLIC WORKS
WASHBURNE PARK
JUNCTION CITY HIGH SCH.
LYLE DAY PARK
BAILEY PARK
M.P. 109.47
M.P. 109.76 HWY. 1W
M.P. 110.18
99
ELECTRIC
PACIFIC
SOUTHERN
NO. 1W
WEST OREGON
HWY.
PACIFIC FAP 3
To Eugene
FAS
FAS A473
W. 16TH AVE.
W. 15TH AVE.
W. 14TH AVE.
W. 13TH AVE.
W. 12TH AVE.
W. 11TH AVE.
W. 10TH AVE.
W. 9TH AVE.
W. 8TH AVE.
W. 7TH AVE.
7TH PL.
W. 6TH AVE.
W. 5TH AVE.
W. 4TH AVE.
W. 3RD AVE.
W. 2ND AVE.
W. 1ST AVE.
E. 14TH AVE.
DANE
E. 13TH AVE.
E. 10TH AVE.
E. 9TH AVE.
E. 8TH AVE.
E. 7TH AVE.
E. 6TH AVE.
E. 5TH AVE.
E. 4TH AVE.
E. 3RD AVE.
E. 3RD ST.
E. 2ND AVE.
E. 1ST
QUINCE
ROSE
DR.
OAK ST.
PINE ST.
OAK
SPRUCE ST.
11TH
AVE.
NYSSA
MAPLE
LAUREL
KALMIA
JUNIPER
IVY
HOLLY
GREENWOOD
FRONT
ELM
DEAL
CEDAR
BIRCH
ALDER
BODEN ST.
CORONA
DORSA ST.
SHARA PL.
SAXON PL.
PASS RD.
31 32
6 5
ADDISON AVE.
S. KALMIA ST.
BRYANT ST.
S. LAUREL
JUNIPER PL.
JUNIPER CT.
S. JUNIPER ST.
CORAL ST.
BAILEY LN.
HATTON LN.
PRAIRIE RD.
DAVID LN.

TRA 7-6-1
Jct. City

r'11

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. HES-3(12)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Lane

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40001

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/12/83

8. FEDERAL ROUTE NUMBER Primary 3

9. STATE ROUTE NUMBER Primary 1W

10. GENERAL LOCATION:

10th Avenue (Junction City) Section

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

XX ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $16,000 - F.F. $14,400

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Swan's letter of 10/3/83.

RECEIVED
STATE HWY ENGR
OCT 13 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
10/14

14. DATE 10/12/83

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

10,023

TRH 7-6-
Jct. City

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: October 3, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: D.E. Swan
Project Unit Engineer

Subject: Project Data Submission
Item No. 40001
Project No. HES-3(12)
10th Avenue (Junction City) Section
Pacific Highway West
Lane County

Attached data consists of PR-1 forms with project maps, SPIS data sheet, collision diagram, traffic signal warrant comparison, other traffic data sheets and sketch map.

I request the following:

1) Concurrence that this project qualifies for the "Timesavings Procedures" enumerated in FHPM 8-2-3.

2) Concurrence that this project falls in the classification of Categorical Exclusions (Cat. #2) as set forth in 23 CFR 771 Requirements based on "Statewide Categorical Exclusion" (Cat. #2) concurred in by FHWA on February 25, 1980.

3) Authorization to proceed with all phases of preliminary engineering, including utility preparatory work, necessary to obtain P.S.and E. approval at an estimated total cost of $16,000 with an obligation of $14,400 in Federal Funds.

It is the Oregon State Highway Division's present intention to request, for the construction phase of this project, Federal-Aid participation of 100 percent for reimbursement claims paid on or before September 30, 1984 in accordance with Public Law 97-424, Section 145.

DRH:bkb
Attachments
cc: L.E. George
James J. Gix (Region 3)
General Files

Form 734-3122

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

October 3, 1983

ROJECT LOCATION (45 typewriter spaces) SR 99, Jct. 10th Ave. (Junction City)	ADT	PRESENT 10,800	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 141 14M

ITEM NO. 40001

ED WORK (35 typewriter ignal	NATL. FOREST	F.H. ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	

PROJECT NUMBER: PREFIX LETTER(S) HES- | NUMBER 3 | SEQ. NO. (12)

I. Projects Only: POST MI. | DESIG.

IDS: Hazard Elimination Program

COUNTY NAME: Lane | CODE 039

ROUTE NO. P | FEDERAL-AID 3 | STATE 1W | U.S. ----

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE			0.0	16,000	14,400	1,600		
ROW								
CONST (CODE) Y031		"10th Avenue (Junction City) Sec."	0.0	70,000	63,000	(14M) 7,000		ROW-80' normal; Access Control-None; Parking Restrictions-complete.
Y DRH		PROJECT TOTALS	0.0	86,000	77,400	8,600		

PPROVAL DATES

REMARKS

-over

USCOMM DUSCOMM-DC 48803-P61

Budget Bureau No. 41-R2067; A

U.S. D

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

October 3, 1983

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 SR 99, Jct. 10th Ave. (Junction City) 65	ADT	PRESENT 10,800	FUTURE (66) ---- (70)	YEAR (71) ---- (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 PE & Traffic Signal 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 HES- 23	NUMBER 7 3 (12

CARD 4	CLASS OF FEDERAL FUNDS Hazard Elimination Program	COUNTY NAME Lane	CODE 039 (14)
	NAME OF URBAN AREA 17-31 ----	ROUTE NO. P	FEDERAL-AID 3 (92) · STATE 1W (96) · U.S. (97) ----

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14)(8)	(16)	41	42	43 · 46	53		(54) (58)	(60) (66)	(67) (76)		
5					**PE**			0.0	16,000	14,400	1,600	
5					**ROW**							
5					**CONST** (CODE) Y031		"10th Avenue (Junction City) Sec."	0.0	70,000	63,000	(14M) 7,000	

CARD 1	CODE 1	PREPARED BY DRH	PROJECT TOTALS	0.0	86,000	77,400	8,600	
1	14	PROGRAM APPROVAL DATES			(18) (23)	(24) (32)	REMARKS	

10th Avenue (Junction City) Sec.

Existing Facility: Intersection is controlled by stop signs for 10th Avenue traffic both east and west of Ivy Street (Pacific Hwy. West).

Pacific Hwy. West (FAP 3) -- Portland Cement Concrete roadway 48 feet curb to curb section providing four travel lanes.

10th Avenue (Non FA) -- A two lane curbed H-T surfaced roadway.

Adjacent Sections: Same as existing facilities above.

Project Data: Work under this project consists of:

1) Preliminary engineering all phases including utility preparatory work.

2) Install traffic signal, utility adjustments as required and incidentals common to this type of project.

Right-of-Way: None involved.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

23 CFR 771 Requirements: Statewide Categorical Exclusion concurred in by FHWA on February 25, 1980.

FHPM 4-1-4 Requirements: A-95 review exempt under paragraph e.

FHPM 4-4-2 Requirements: Urban Transportation Planning not applicable.

FHPM 7-7-5 Requirements:

1) Public Hearings --- None required under Oregon Action Plan.
2) Location/Design --- Not a factor in the development of project.

Note: 1) Project is in Congressional District No. 4.
2) Safety priority index system is 42.42.

PROJECT PROSPECTUS
PART 4 — RVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION 3

SECTION Pacific Hwy. West (Ivy Street) @ 10th St.

AUTHORIZATION NO. 1

PREFIX

DATE

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 4,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	----		916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	----		918 LOCATION		100	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		100	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT	----	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
908 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING	----	
910 REGION GEOLOGIST	----		924 D.O.T.			955 R/W RELOC. ASSISTANCE	----	
911 TRAFFIC SECTION		5,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	----		980 PUBLIC HEARING	----	
913 RIGHT-OF-WAY LIAISON	----		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	----		932 RAILROAD & UTILITIES					

TOTALS	$	$ 15,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This is for authority to perform the necessary field work to develop a base map and to prepare a preliminary traffic signal design. This is now extended to include preparation of plans, specifications and cost estimate for a signal installation.

Approved by Hwy Engr. 9-14-83

PREPARED BY Gary M. Colfax	DATE 9/2/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 9/2/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

⑥ [illegible]

10-18
10-20

RHZ

PRO16 7. B

Oregon State Highway Division
Salem, Oregon 1983

Federal Aid Project No. HES-3(12)

10th Avenue (Junction City) Section
Pacific Highway West
Lane County

Project Agreement Estimate

Type Code PE
Preliminary Engineering

Preliminary Engineering	All Required	$16,000.00
	Total	$16,000.00

Length of project – – – – 0.0 mi.

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$16,000.00	$14,400.00	$1,600.00
Retain in Program			
Contract Work	70,000.00	63,000.00	7,000.00
Total	$86,000.00	$77,400.00	$8,600.00

10,023

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
PRO 6

TO: H. S. Coulter
State Highway Engineer

DATE: September 8, 1983

FROM: L. E. George
Traffic Engineer

SUBJECT: Proposed Title II Hazard Elimination Program Project
Pacific Highway West @ 10th Street MP 109.25

Region 3 has requested a project to install a traffic signal at the subject location.

Construction will be by contract. All phases of engineering will be performed by State Forces.

In Summary:

Jurisdiction	Project Name	Total Cost	Federal Funds	State Funds
State	Pacific Highway West @ 10th St (Junction City) Lane County	$86,000	$77,400	$8,600

The project has been investigated and is eligible for funding under the Title II Hazard Elimination Program. We recommend your approval and request that you authorize this project under delegated authority.

L. E. GEORGE
Traffic Engineer

RHB
Attachments

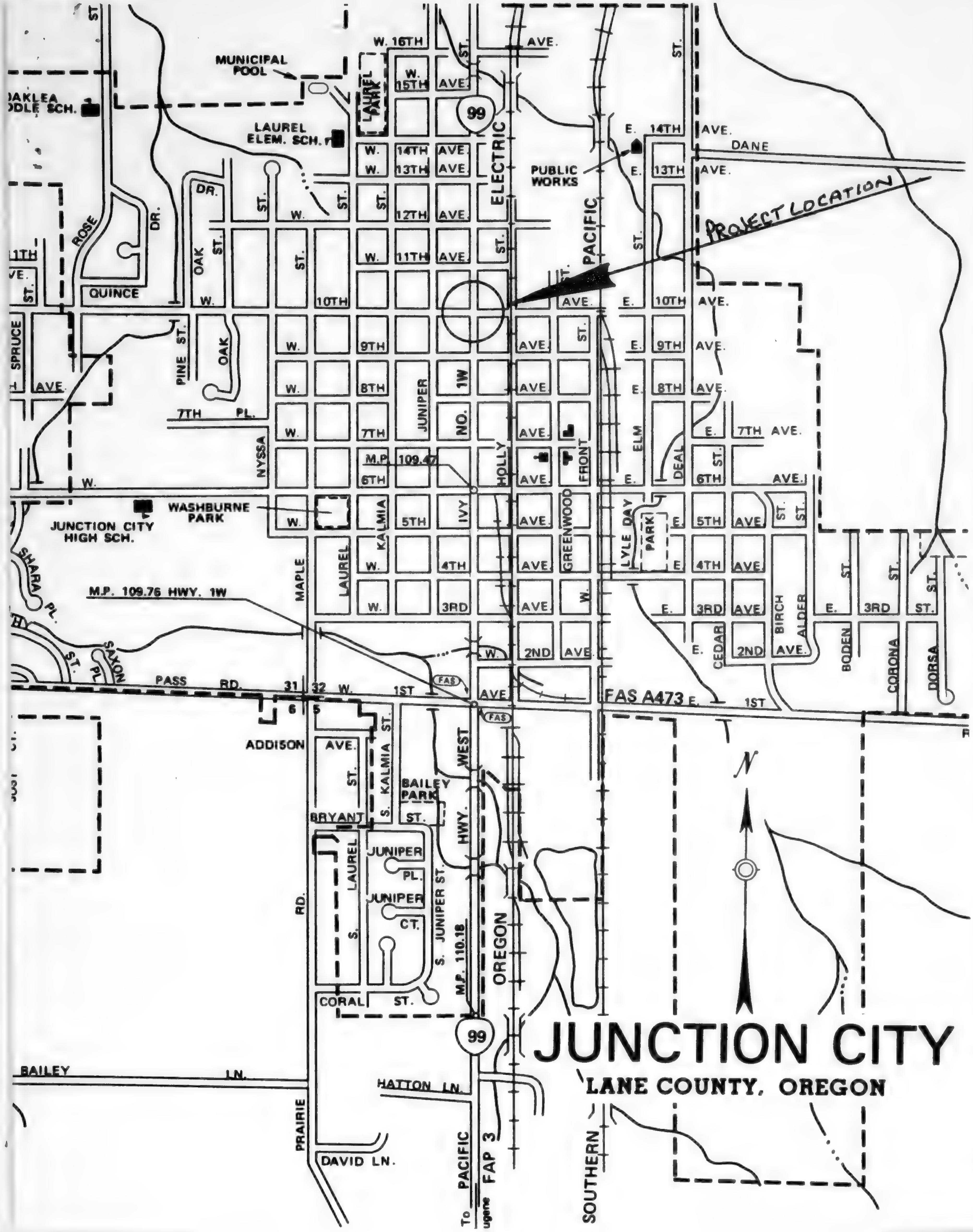
9-14
orig to Lorensen
cy [illegible]
George

RECEIVED
STATE HWY ENGR
SEP 13 '83
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

APPROVED:

H S Coulter
State Highway Engineer

DATE: 9-14-83


JUNCTION CITY
LANE COUNTY, OREGON
PROJECT LOCATION
N
MUNICIPAL POOL
OAKLEA
DDLE SCH.
LAUREL ELEM. SCH.
LAUREL PARK
PUBLIC WORKS
WASHBURNE PARK
JUNCTION CITY HIGH SCH.
LYLE DAY PARK
BAILEY PARK
W. 16TH
AVE.
W. 15TH AVE.
W. 14TH AVE.
W. 13TH AVE.
W. 12TH AVE.
W. 11TH AVE.
W. 10TH
W. 9TH
W. 8TH
7TH PL.
W. 7TH
W. 6TH
W. 5TH
W. 4TH
W. 3RD
W. 2ND AVE.
PASS RD.
W. 1ST AVE
E. 14TH AVE.
E. 13TH AVE.
E. 10TH AVE.
E. 9TH AVE.
E. 8TH AVE.
E. 7TH AVE.
E. 6TH AVE.
E. 5TH AVE.
E. 4TH AVE.
E. 3RD AVE.
E. 2ND AVE.
FAS A473 E. 1ST
DANE
QUINCE
ROSE DR.
OAK ST.
PINE ST.
SPRUCE
NYSSA
MAPLE
LAUREL
KALMIA
JUNIPER
NO. 1W
IVY
HOLLY
ELECTRIC ST.
GREENWOOD
FRONT ST.
PACIFIC ST.
ELM ST.
DEAL ST.
CEDAR
BIRCH
ALDER
BODEN
CORONA
DORSA
SHARA PL.
SAXON PL.
M.P. 109.47
M.P. 109.76 HWY. 1W
FAS
31
32
6
5
ADDISON AVE.
S. KALMIA ST.
BRYANT ST.
S. LAUREL
JUNIPER PL.
JUNIPER CT.
S. JUNIPER ST.
CORAL ST.
WEST HWY.
M.P. 110.18
OREGON
99
PRAIRIE RD.
BAILEY LN.
HATTON LN.
DAVID LN.
PACIFIC
FAP 3
To Eugene
SOUTHERN

10,023

PRO 6

STATE OF ORE N

INT OFFICE MEMO

Highway Division - Region 3   440-3399

TO: L.E. George
Traffic Engineer   ATTN: Dick Bladorn

DATE: September 2, 1983

FROM: Jack Ayres JA
Region Federal Aid Specialist

SUBJECT: Proposed Traffic Signal Installations
Title II Hazard Elimination Program

Attached are project applications for five traffic signal projects in various counties in Region 3. Also attached is a project application for a flashing beacon and left turn refuge on the Crater Lake Highway at Kershaw Road.

All of these projects have a favorable cost/benefit ratio.

ja/cp
attach.
cc: G. Potter

NOTED
L.E. GEORGE

RECEIVED
SEP 6 1983
TRAFFIC ENGINEERING

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #				
SECTION Pacific Hwy. West (Ivy Street) @ 10th St.				REGION 3
STATE HIGHWAY # 1W	HIGHWAY NAME Pacific Hwy. West 1W		MILE POST FROM 109.25 TO	LENGTH
☒ URBAN ☐ RURAL	CITY Junction City	COUNTY Lane	ROAD/STREET NAME	
ROUTE # 99	FEDERAL AID # FAP 3	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 16
RIGHT OF WAY		$
ROADWAY	$	
STRUCTURES	$	
SIGNALS	$ 70	
ILLUMINATION	$	
TEMPORARY PROTECTION	$	
	$	
~~10%~~ ENGINEERING & CONTINGENCIES	$ Incl. in above	
TOTAL CONSTRUCTION		$ 70
TOTAL ESTIMATE		$ 86

PROJECT DATA		
GRADING	(✓)	
PAVING	(✓)	
STRUCTURES	(✓)	
SIGNING	(✓)	X
SIGNALS	(✓)	X
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	2
DESIGN CATEGORY	(1-7)	7
WORK TYPE	(1-12)	9

RIGHT OF WAY		
FILES	(#)	0
ACRES	(#)	0
RELOCATIONS	(#)	0
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
RIGHT OF WAY ACQUISITIONS	(S,C,A)	

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER
☐ STATE FORCE
☐ CITY FORCE
☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE Title II	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)		
SIGNALS (#)	0	1
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	11,550	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

This intersection has had several right angle and turning accidents. This intersection is also on the signal priority list having met the interruption warrant.

PROPOSED SOLUTION

Install a two-phase fully actuated traffic signal.

REQUESTED, REGION ENGINEER X	DATE 8-30-83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS,** whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 1 — PRO ECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION Pacific Hwy. West (Ivy St.) @ 10th St.	REGION 3

PROJECT JUSTIFICATION

Ivy Street is a four lane roadway with a curb to curb width of 48 feet.

The accident history shows a problem with turning and right angle accidents.

It is the recommendation of this office that a two-phase fully actuated traffic signal be installed.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS

PART 2 · PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Pacific Hwy. West (Ivy Street) @ 10th St.

REGION: 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	N	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#) 0	NEW (#) 1

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

UTILITIES: S (LIST BELOW)

COMPANIES
Pacific Power & Light Co.
Pacific Northwest Bell Telephone
Northwest Natural Gas

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED: 25 MPH

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
	5	C				12	11	0	11	12				C	5	
	5	C				12	11	0	11	12				C	5	

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
		N/A			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2			N/A	BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Pacific Hwy. West (Ivy Street) @ 10th St.

REGION
3

ESTIMATED RIGHT-OF-WAY IMPACTS

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY X Gary M. Colfax	TELEPHONE NUMBER 440-3399	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)

GENERAL INSTRUCTIONS

After a project has been approved for inclusion in the Highway Improvement Program, the Project Environment Classification part of the Project Prospectus should be completed and submitted to the Environmental Section. The Environmental Section will review the classification, obtain FHWA approval and send a copy of the form to Program Management for combining with the other parts of the Prospectus.

SPECIAL INSTRUCTIONS

If right of way or easements will not be needed for the project it will not be necessary to complete the Environmental Classification. The project will automatically be classified under the Statewide Categorical Exclusion.

If right of way or easements will be needed for the project, the entire form must be completed and the recommended classification and other documentation shown.

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION
Pacific Hwy. West (Ivy Street) @ 10th St.

REGION
3

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$4,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	----		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	----		918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	500	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS			938 REGION ENVIRONMENT	----	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	----	
910 REGION GEOLOGIST	----		924 D.O.T.			955 R/W RELOC. ASSISTANCE	----	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	----		980 PUBLIC HEARING	----	
913 RIGHT-OF-WAY LIAISON	----		927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON	----		932 RAILROAD & UTILITIES					

TOTALS	$ 4,500	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This is for authority to perform the necessary field work to develop a base map and to prepare a preliminary traffic signal design.

PREPARED BY	DATE 9/2/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 9/2/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

1985 Sellwood Br.-Palatine Hill 10,024
Rd. Sec. Oswego Hwy. s. of Sellwood
in Ptld. (paving)

10,024

October 10, 1986

CON 5 - #10,024

The Travelers Indemnity Company
Surety Department
111 SW Fifth, #1600
Portland, OR 97204

On June 30, 1986, we wrote to you concerning release of final payment on Contract No. 10,024 awarded to Cascade Construction Company, Inc. for work on the Sellwood Bridge-Palatine Hill Road Section of the Oswego Highway in Multnomah County.

The total contract amount is $184,264.80. No work was performed under force account.

George Bell
Assistant Director

cgc

cc: Cascade Construction Company, Inc.
Foot of SW Abernethy
(P.O. Box 4267)
Portland, OR 97208

Don Reger and Company
520 SW Stark Street
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,024

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10024

TO: Robert Gormsen
Manager, Commission Services

DATE: June 26, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10024, On Site Work Substantially Completed July 12, 1985

All Work Completed March 18, 1986

Project Sellwood Bridge - Palatine Hill Road

Highway Oswego

County Multnomah

Type of Work Paving

Contractor Cascade Construction Co., Inc.

WES:BMW:ll

cc: B. M. Walton

CPC/FM2

6-30-86 - Surety letter written.

RECEIVED
JUN 27 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-123-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION Sellwood Bridge-Palatine Hill Road	WEEK ENDING February 21, 1986
		SECTION PREFIX C100024
	HIGHWAY Oswego	COUNTY Multnomah
NAME OF JOB Sellwood Bridge-Palatine Hill Road	KIND OF WORK Paving	
CONTRACTOR Cascade Construction Company	CONTRACT NUMBER 10024	FEDERAL AID PROJECT NUMBER state
DATE OF CONTRACT April 24, 1985	DATE WORK STARTED June 5, 1985	ESTIMATED COMPLETION DATE
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE August 31, 1985	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $ 257,300.70		
EXCLUSIVE OF ENGINEERING: $ 236,898.00	ENGINEERING AUTHORIZATION $ 20,402.70	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 188,517.38	ENGINEERING COST TO DATE $ 12,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 23 %	PERCENT OF AUTHORIZATION 62 %	DATE PROJECT WAS COMPLETED: July 10, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					7,500 T
TOTAL QUANTITIES CORRECTED TO DATE					6,392.82 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					6,392.82 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 16				
MONDAY 17				
TUESDAY 18				
WEDNESDAY 19				
THURSDAY 20				
FRIDAY 21				
SATURDAY 15				

CONTR. NO. 10024 **GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK**

SUNDAY 16	No activity
17 MONDAY	No activity
18 TUESDAY	No activity
19 WEDNESDAY	No activity
20 THURSDAY	No activity
21 FRIDAY	No activity
15 SATURDAY	No activity

REMARKS

This project is complete. Final inspection was held 8/1/85.
Semi-final has been submitted.
THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED for Charles Lobaugh LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

1985 Rondo St.-Blossom Lane 10,025
Sec, Albany-Corvallis Hwy, W. Albany
(paving)

10,025

April 10, 1987

CON 5 - 10,025

Safeco Insurance Company of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On April 1, 1987, we wrote to you concerning release of final payment on Contract No. 10,025 awarded to Morse Bros., Inc. for work on the Rondo Street-Blossom Lane Section of the Albany-Corvallis Highway in Benton County.

Final payment on this contract is $10,745.13 and the total contract amount is $222,473.53 including $14,235.98 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

azm

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

10,025

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10025

TO: Commission Services

DATE: March 26, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10025 , On Site Work Substantially Completed August 29, 1985

All Work Completed February 20, 1986

Project Rondo Street-Blossom Lane

Highway Albany-Corvallis

County Benton

Type of Work Paving

Contractor Morse Brothers, Inc.

WES:BMW:11

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-1-87 - Suerty letter written.

RECEIVED
MAR 30 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,025

January 14, 1987

Morse Bros., Inc.
Tangent Division
32260 Hwy. 34
Tangent, OR 97389

CON 5
10015
10025
10045

Attn: Robert R. Reinhard
Vice President & General Manager

Re: Final Payment
Contract Nos. 10015, 10025, and 10045

The Final Estimate and Voucher for Contract No. 10015 has been mailed to you. Final payment will be made upon receipt of the final estimate certificate from you.

The Final Estimate on Contract No. 10025 has been delayed pending a resolution of the compaction pay factor for Lot 2. This has been resolved and the Final Estimate will be processed within the next few weeks.

The Final Estimate on Contract No. 10045 has been delayed pending resolution of failing "C" value tests. This has been resolved and the Final Estimate will be processed within a few weeks.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson

01133m

Concurrently, Dave Glenn, Quality Control Supervisor, reviewed Price Agreement No. 5 dated March 9, 1986, offering to the contractor a 1.00 pay factor for compaction for Lot 2. Dave recommended to not approve the Price Agreement for lack of information. Jerry Wimer sent the Price Agreement back to Region for their further study.

The Project Manager sent an explanation of Price Agreement No. 5 to the Construction Section on June 14, 1986. Dave reviewed and recommended on June 25, 1986, a 25 percent price reduction for low compaction on Lot 2.

On September 29, 1986, Bud Van Cleave, Pavement Quality Coordinator, recommended the approval of Price Agreement No. 5. Region sent to the Construction Section another letter of explanation on November 18, 1986. I recommended to Jerry Wimer in a memo dated November 25, 1986, to approve Price Agreement No. 5.

Jerry approved Price Agreement No. 5 on November 26. The Region computed a bonus of $3,644.01 on the Class "C" AC based on Lots 1, 2, and 3. A 1.00 pay factor for compaction on Lot 2 provided for $1,405.84 of the total bonus of $3,644.01. The calculations were sent to the Quality Control Unit on January 2, 1987, for verification.

Contract No. 10045, District 14 Paving Project

Third Notification - April 4, 1986

The Quality Control Unit received the test summary from the Region and the Materials Section on May 9, 1986, and May 13, 1986. Paul Anello reviewed and returned the project back to the Region on June 25, 1986, because of missing contractor's process control data. We received the missing data on August 4, 1986.

The "C" value testing on this project showed that the AC mixtures had failed and a penalty should be assessed to the contractor according to the specifications. Our Project Manager submitted to the contractor Price Agreement No. 11 on August 6, 1986, changing the specifications from the 1985 specs to the 1986 specs. The Project Manager stated in his letter, "Price Agreement No. 11 will not result in a penalty." The Project Manager received that directive verbally from Dave Glenn.

Price Agreement No. 11 was signed by the contractor and sent to the Construction Section on August 11, 1986. I recommended approval but Jerry would not approve until more information about the failing "C" values was received.

I sent a memo dated September 9, 1986, to the Region asking them for more information. In the meantime, the Construction Section initiated a "C" value study on September 19, 1986. The Region sent a response to my memo on October 27, 1986, offering more information.

Jerry Wimer, Bud Van Cleave, and I decided to have the backup samples run before deciding on the "C" value penalty. Bud was to have the Project Manager send in the backup samples. On November 6, 1986, at the Idaho Asphalt Conference, I asked Herb Shaw if he had sent in the backup samples and he said he had not. I reminded him that that needs to be done.

The Materials Section received four of the backup samples on December 2, 1986. The "C" values for these samples averaged over 100. The Materials Section stated that the results were invalid and cannot be compared to specifications due to the prolonged storage time and in appropriate sample storage. The date reported was December 12.

On December 19, the Quality Control Unit upgraded the original "C" value results by:

1. Using a straight-line interpolation of the increase in "C" values over a theoretical two month period versus a 15 month period after obtaining samples.

2. Using the smallest increase in "C" values over a 15 month period and adding this increase to all of the test results.

Both methods showed that the weighted average of the "C" values was above 30. Therefore, no penalty is to be assessed. Jerry Wimer approved on December 29, 1986. The Region, Materials, and Contract Payments Section has been notified.

AL:mk

12013m

STATE OF OREGON

INTEROFFICE MEMO

Highway Construction 378-6509 CON 5 - 10015,
10025 and 10045

TO: O. B. Jackmond
Contract Administration Engineer

DATE: January 7, 1987

FROM: Art Louie Art Louie
Quality Control Supervisor

SUBJECT: Status of Contracts 10015, 10025 and 10045

Contract No. 10015, Monroe-Crow Creek

Third Notification - December 6, 1985

The Quality Control Unit received the test summary from the Region and the Materials Section on January 7, 1986, and January 9, 1986. Region noted 67 missing contractor's process control tests. They did not offer any suggested solution. Also, no Price Agreement was submitted documenting the decision to go to the control strip method. The bonus,based on the control strip, was $10,488.93.

Don Jenks, Specifications Compliance Assistant, returned the project to Region on January 8, 1986, to have backup AC samples for sublots tested. Don called back to Region on February 6, 1986, and found the backups were not done. Region called on March 10, 1986, resolving the problem by including the questionable lot as part of the experimental work.

Paul Anello, Quality Control Assistant, reviewed the test summaries on June 13, 1986. He found missing contractor's process control charts and that the Region had not concurred with Don Jenk's AC bonus calculations. Region submitted charts on June 19, 1986, and concurred with the bonus on June 20, 1986. Jerry Wimer wrote a memo dated June 26, 1986, directing us to charge the contractor for missing process control tests.

The backlog of contracts to be reviewed started to grow in July. This project was placed on the shelf. On September 15, 1986, we made the decision to exclude P.I. tests for the C.A. from the contractor's process control tests. We determined the value of the remaining tests to be $1,177. Ken Berg, Specification Compliance Specialist, cleared the project on October 14, 1986.

Contract No. 10025, Rondo St.-Blossom Lane

Third Notification - February 20, 1986

The Quality Control Unit received the test summary from the Region and the Materials Section on March 18, 1986, and March 20, 1986. Paul Anello reviewed and returned the project to Region on May 13, 1986, because of missing contractor's process control charts and test results. We received the missing data on May 14, 1985.

MORSE BROS.
Highway Construction Group

RECEIVED
STATE HWY ENGR
NOV 6 '86
REFER TO Jackmond
FOR

NOTED
W. E. SCHWARTZ
Cy 11/6
due 11/14

October 4, 1986

Mr. W.E. Schwartz
Assistant State Highway Engineer
102 Transportation Building
Salem, OR 97310

Subject: Final Payment

Dear Mr. Schwartz:

We continue to have difficulties getting past projects that have had the "Third Notification" issued, finalized as far as payment is concerned. On a couple occasions over the past two years I have heard both yourself and Mr. Chuck Frederickson state the emphasis you were going to place on getting out final pay estimates, timely.

Three Oregon State Highway Division projects 10015, 10025, and 10045 have been completed and have had "Third Notification" issued. On December 12, 1985, OSHD 10015 had Third Notification issued, on February 20, 1986, OSHD 10025 had Third Notification issued, and on April 4, 1986 OSHD 10045 had the Third Notification issued, and to date final payment has not been made on any of the three. I don't know if eleven months, eight months, or seven months lapse since job finalization and issuance of Third Notification is timely in the State of Oregon's time frame but, it is not in mine. I would appreciate your checking into OSHD projects 10015, 10025, and 10045 and see what can be done to speed up final payment.

Your efforts and consideration is appreciated.

Sincerely,

MORSE BROS., INC.

Robert R. Reinhard
Vice President & General Manager

cc: C.O. Fredrickson/Construction Engineer
Alva Vohland
Herb Shaw

kvk

Tangent Division • 32260 Hwy. 34 • Tangent, OR 97389 • Phone (503) 928-6491

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Rondo Street- Blossom Lane		WEEK ENDING Feb. 22, 1986
		SECTION PREFIX C10025
	HIGHWAY Albany-Corvallis	COUNTY Benton
NAME OF JOB Rondo Street-Blossom Lane	KIND OF WORK Paving	
CONTRACTOR Morse Bros Inc.	CONTRACT NUMBER 10,025	FEDERAL AID PROJECT NUMBER State
DATE OF CONTRACT May 7 , 1985	DATE WORK STARTED Aug. 13, 1985	ESTIMATED COMPLETION DATE August 29, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 255,414.16	SPECIFIED COMPLETION DATE August 31, 1985	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 235,161.05	ENGINEERING AUTHORIZATION $ 20,253.11	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 235,100	ENGINEERING COST TO DATE $ 17,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 84 %	DATE PROJECT WAS COMPLETED: August 29, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		1.93			1.93
MILES PARTIALLY COMPLETED					
MILES COMPLETED		1.93			1.93
TOTAL ESTIMATED QUANTITIES (CONTRACT)		410			6,320
TOTAL QUANTITIES CORRECTED TO DATE		1353			6,512
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1353			6,512
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No activity.
MONDAY	No activity
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	No activity.

REMARKS

STATUS: Project completed
Semi final estimate sent to Region Office

3rd notification issued Feb. 20, 1986.

PROJECT COMPLETED

FINAL REPORT

Visitors to project:

Next Week:

SIGNED Alva D. Vohland LOCATION 02-8016 Corvallis
Alva D Vohland, Project Manager

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

May 28, 1985

Morse Bros., Inc.
PO Box 7
Lebanon, OR 97355

CON 5
#10,025

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,025 for paving on the Rondo Street-Blossom Lane Section of the Albany-Corvallis Highway in Benton County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Enclosure
cc: Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Alva Vohland

MORSE BROS.
Highway Construction Group

April 26, 1985

Mr. John Widmer
Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

Subject: Rondo St.-Blossom Lane Section of Albany-Corvallis Hwy.
Minority Business Enterprise Contract Provisions

In accordance with Supplemental Required Contract Provisions, with respect to DBE/WBE utilization on the above referenced project, Morse Bros. proposes to subcontract the following:

A) DBE goal set at 5%

Morse Bros. intended DBE use as a subcontract is 0%.

B) WBE goal set at 0%.

Lady's, The Construction Co.
P.O. Box H
West Linn, OR 97068

Maxine Pierce
635-4067

BID ITEM	QUANITY	UNIT PRICE	EXTENSION
3	435	$6.00	$2,610.00
4	2	$16.00	$ 32.00
16	255	$ 4.00	$1,020.00
		Total Subcontract	$3,662.00

Tri-V Pilot Car & Flagging
35243 Lillian Dr.
Philomath, OR 97370

Shirley VanDenBerg
929-6334

BID ITEM	QUANITY	UNIT PRICE	EXTENSION
6	80	$25.00	$2,000.00
		Total Subcontract	$2,000.00
		Total WBE Subcontracts	$5,662.00

$$\text{WBE Percentage} = \frac{\$5,662.00}{\$198,734.00} = 2.84\%$$

Morse Bros. intended WBE Subcontracts total 2.8%.

In accordance with Section 5 of the Contract Provision, Morse Bros. has available the following documentation for your review.

1. Advertising in a minority focus & owned publication.
2. Advertising in a general circulation publication.
3. Written notification to DBE's & WBE's.
   a. Requesting quotations
   b. Show project information & bid items of interest.
   c. Sent by certified mail.
4. Contact by telephone to those DBE's & MBE's that were sent written notification.
   a. Asked if they received written notification.
   b. Asked if they had any questions regarding subject project.
   c. Contact attempts recorded by time, date and person.

Morse Bros., Inc. has faithfully solicited for all minority classifications in order to subcontract work on a low bid policy and to comply with the MBE policy of the Oregon Department of Transportation.

If you have any questions regarding this matter, we are available for a meeting at your request. Contact myself or Brad Dennis our EEO Officer, at this office, 928-6491.

Sincerely,

MORSE BROS., INC.

Stan Barton

Stan Barton
Construction Sales Manager
Highway Construction Group

cc: Brad Dennis, MBI EEO Officer
Robert Reinhard, MBI Construction Manager

kvk/ws

RECEIVED
APR 26 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc John Widmer

1985 Circle Cr.-Sliver Point 10,026
Sec, Ore. Coast Hwy. S. Cannon Beach
(paving)

10,026

September 2, 1986

CON 5 - #10,026

Industrial Indemnity Company
421 S.W. Sixth Avenue
Portland, OR 97204

Contract No. 10,026 awarded to Fabricators, Incorporated for work on the Circle Creek-Silver Point Section of the Oregon Coast Highway in Clatsop County was completed on March 18, 1986, and accepted by the State Highway Division on August 25, 1986.

Final payment will be released to the contractor as soon as payment processing can be completed, but not before September 8, 1986.

No claims for labor or material have been filed with us against the performance bond on this contract.

George Bell
Assistant Director

cgc

cc: Fabricators, Incorporated
2705 Lancaster Drive NE
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

. 10,026

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10026

TO: Commission Services

DATE: August 25, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10026,	On Site Work Substantially Completed	September 3, 1985
All Work Completed	March 18, 1986		
Project	Circle Creek-Silver Point		
Highway	Oregon Coast		
County	Clatsop		
Type of Work	Paving		
Contractor	Fabricators, Inc.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

9-2-86 - Surety letter written.

RECEIVED
AUG 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10.026

FORM 81-734-3001

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: CIRCLE CREEK-SILVER POINT

WEEK ENDING: 11/22/85

SECTION PREFIX: "C"10026/001

HIGHWAY: OREGON COAST

COUNTY: CLATSOP

NAME OF JOB: CIRCLE CREEK-SILVER POINT

KIND OF WORK: PAVING

CONTRACTOR: FABRICATORS, Inc., SALEM

CONTRACT NUMBER: 10,026

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: MAY 14, 1985

DATE WORK STARTED: 6/26/85

ESTIMATED COMPLETION DATE: AUGUST 15, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: SUPERVISION:

SPECIFIED WORK DAYS ----------

WORK DAYS USED ------------

SPECIFIED CALENDAR DAYS ----------

CALENDAR DAYS USED ------------

SPECIFIED COMPLETION DATE: AUGUST 15, 1985

PERCENT OF TIME ELAPSED: 115

PROJECT AUTHORIZATION: $550,185.01

EXCLUSIVE OF ENGINEERING: $506,558.00

ENGINEERING AUTHORIZATION: $43,627.01

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $499,076.31

ENGINEERING COST TO DATE: $40,039.01

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%

ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . 1.5 %

PERCENT OF AUTHORIZATION . . . . 92 %

DATE PROJECT WAS COMPLETED: 9/3/85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	PVT REMOVAL	AGG. SHLDRS	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,365 SQ YD	2,120 TON			11,374 TON
TOTAL QUANTITIES CORRECTED TO DATE	1,833.3 SQYD	2,852.74 T			11,530.645 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,833.3 SQYD	2,852.74 T			11,530.645 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

CONTRACT # 10,026

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Activity

REMARKS

SUMMARY OF THIS WEEK'S ACTIVITIES :

Final Inspection 10/30/85, Last Weekly
Pending paper work for 3rd Notification.

No Activity

ANTICIPATED WORK ACTIVITIES FOR NEXT WEEK :

none

SUMMARY OF OVERRUNS OR UNDERRUNS :

1.5% underrun

SIGNED Hobert Hicks, Proj. Mgr. LOCATION ASTORIA

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

1985 Fir Ave.-Johnson Ave. 10,027
(Coos Bay) Sec, Ore. Coast Hwy.
(paving)

10 [illegible]

ic cc: OSHD (Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 5	COUNTY Coos	DIVISION Oregon
DATE OF REPORT 6/23/87	REPORT MADE BY Richard R. Arnold, Area Engineer		PROJECT NO. FR-2-2(26)
COMPLETION DATE (Actual) 9/12/85	ACCEPTANCE DATE BY CONRTACT AGENCY 12/2/85	TIME ELAPSED 120 %	CONTRACT TIME 80 CD

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

FIR AVENUE - JOHNSON AVENUE (COOS BAY)
OREGON COAST HIGHWAY
Paving

Work completed under this contract consisted of the cold plane removal and excavation of the deteriorated roadway, removal of concrete islands, adjustment of manholes and inlets, and the construction of an asphalt concrete overlay on a 1.16 mile section of Highway 101 through downtown Coos Bay. A contract in the bid amount of $600,193.73 was awarded Johnson Rock Products, Inc., North Bend, Oregon on May 8, 1985. Contract work began on May 28, 1985.

The final total estimated cost was $680,146.08, which includes $547,328.07 for original bid item work, $32,855.98 for work completed under price agreements, $9,802.54 asphalt mix bonus, $3,600.00 credit for 16 days liquidated damages, $8,690.62 for Force account work, $18,063.87 for State Force Work, $995.00 credit for maintenance rock and $68,000.00 for engineering.

The specified completion date for this project was 80 calendar days, or not later than August 30, 1985, whichever occurs first. A total of 96 calendar days were used in completing the work. Liquidated damages in the amount of $3,600 have been assessed accordingly.

A copy of the statement of overruns and underruns is attached to the Division file copy of this report.

- RRA -

RECEIVED
STAT HWY ENG
JUL 2 '87
REFER TO
Fredrickson
FOR

ey
7/9

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Richard R. Arnold		SIGNATURE John T. [illegible]	
TITLE Area Engineer	DATE 6/24/87	TITLE District Engineer	DATE 7/1/87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

10,027

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 5-11+12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Coos
PROJECT REPORT NUMBER	5-1-87	Project Number F-FR-2-2(26)
MODIFICATION NUMBER 2		

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 22, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 687,765	$ 709,149
Federal funds	$ 606,264	$ 606,264 (110) 18,847 (010)
Other revisions		

This modification is made for the following reasons: To include increase in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 1 ST day of MAY, 19'87

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MARCH 20, 1987

FEDERAL AID PROJECT NO. F-FR-2-2(26)

FIR AVE.-JOHNSON AVE. (COOS BAY) SEC.
OREGON COAST HIGHWAY
COOS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 266+25 THRU EQU. 305+09 BK = 0+00 AH TO STA. 23+30)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT
Concrete Inlets, Type CG-2	$ 452.00	2	$ 904.00	4	$ 1,808.00
Concrete Driveways	23.50	67	1,574.50	121.91	2,865.00
6-inch Storm Sewer Pipe (PA #2)	8.69	---	---	188.95	1,642.00
Guardrail Blocks (PA #4)	11.50	---	---	100	115.00
Reconstruct Manholes (PA #7)	402.00	---	---	3	1,206.00
Type "A" Curb (PA #8)	6.23	---	---	152.97	953.00
Type "C" Curb (PA #10)	7.35	---	---	659.59	4,848.00
Mobilization of Cold Plane (PA #11)	5,000.00	---	---	1	5,000.00
140 G Cat Grader (PA #12A)	75.50	---	---	12.97	980.50
950 Cat Loader (PA #12B)	71.75	---	---	13.99	1,004.00
Laborer (PA #12C)	23.00	---	---	10	230.00
Superindendent (PA #12D)	30.00	---	---	10	300.00
Raker (PA #12E)	23.70	---	---	17.97	426.00
Tractor with Broom (PA #12F)	50.85	---	---	12.49	635.00
10 Yd. Dump Truck (PA #13B)	45.00	---	---	4.73	213.00
6.3 Sack Concrete (PA #13D)	65.31	---	---	4.49	293.00
			$ 2,478,50		$22,518.50

Subtotal from previous estimate of Sept. 17, 1985	$	610,843.15
Increase	$	20,040.00
Subtotal	$	630,883.15
Engineering		71,935.85
Subtotal	$	702,819.00

Credit for Adjustment of Utility Manholes	Each	5	$ 267.00	(1,335.00)
			Total	$ 701,484.00

Length of Project	1.16 mi.

SUMMARY OF FUNDS (88.15%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Roadway	110	$ 680,104.00	$ 599,511.00	$ 80,593.00
Reserve	110	7,661.00	6,753.00	908.00
Roadway	010	21,380.00	18,847.00	2,533.00
Total		$ 709,145.00	$ 625,111.00	$ 84,034.00

Sub. Job 011: 98%; Sub. Job 081: 2%
Contract No. 10,027
Prefix: C006=1985 P.E.
Prefix: C10027
DDB:bkb

10,027

STATE COPY

TO BE COMPLETED BY FHWA

MONTHLY TRANSACTION NUMBER 10-132

PROJECT REPORT NUMBER

MODIFICATION NUMBER 1

U.S. Department of Transportation
Federal Highway Administration

MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT

10-15-85

Form Approved; O M B No. 04-R2089

State: Oregon

County: Coos

Project Number: FR-2-2(26)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 22, 19 85, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 599,853.00	$ 687,765.00
Federal funds	$ 528,770.00	$ 606,264.00
Other revisions		

This modification is made for the following reasons: **to include increase in construction cost.**

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 15TH day of OCT, 19 85.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX **For: L.W. Rulien, P.E.**

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON SEPTEMBER 17, 1985

FEDERAL AID PROJECT NO. FR-2-2(26)

FIR AVE.-JOHNSON AVE. (COOS BAY) SEC.
OREGON COAST HIGHWAY
COOS COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE 1000
ROADWAY (STA. 266+25 THRU EQUA. 305+09
BK = 0+00 AH. TO STA. 23+30)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
General Excavation	$ 7.26	2,300.0	$16,698.00	2,826.72	$ 20,521.99	
Lean Concrete Base Mixture	40.85	1,540.0	62,909.00	3,216.48	131,393.21	
Portland Cement in Mixture	86.15	170.0	14,645.50	249.26	21,473.75	
8-Sack Concrete Base Material	135.00	142.0		65.0	8,775.00	
			$ 94,252.50		$182,163.95	
					Increase	$ 87,911.45
			Subtotal from estimate of Jan. 09, 1985			522,931.70
					Subtotal	$ 610,843.15
					Engineering	70,595.85
					Total	$ 681,439.00
Credit for Adjustment of Utility Manholes		Each		5	267.00	$ (1,335.00)
					Total	$ 680,104.00
Length of Project						1.16 mi.

Retain in Reserve

Loop Replacement (By State Forces)	All Required	$	4,000.00
Adjust Water Valves	All Required		2,250.00
Adjust Lampholes (By Others)	All Required		400.00
Adjust Cleanout (By Others)	All Required		100.00
	Subtotal	$	6,750.00
	Engineering		911.00
	Total	$	7,661.00

SUMMARY OF FUNDS (88.15%)

Description	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Roadway	$680,104.00	$ 599,511.00	$ 80,593.00
Reserve	7,661.00	6,753.00	908.00
TOTAL	$687,765.00	$ 606,264.00	$ 81,491.00

Group 1: 98%; Group 8 2%
Contract No. 10,027
Prefix: 6-1985 P.E.
Prefix: C10027
Appn Code: 110
RLC:bkb

STATE COPY

TO BE COMPLETED BY FHWA		STATE
5-137	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	Oregon
		COUNTY Coos
		PROJECT NO. FR-2-2(36)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 101 Fir Ave.-Johnson Ave. (Coos Bay)

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-3-85	1.16

OTHER *(Specify)*

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 599,853.00	$ 528,770.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 22 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 20, 1985

FEDERAL AID PROJECT NO. FR-2-2(26)

Fir Avenue-Johnson Avenue (Coos Bay) Section
Oregon Coast Highway
Coos County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Roadway (Sta. 266+25 thru Equa. 305+09 Bk = 0+00 Ah to Sta. 23+30)

Mobilization	Lump Sum	All	Lump Sum	$ 9,278.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,325.00
Temporary Signs	Sq. Ft.	785	6.00	4,710.00
Temporary Barricades	Each	6	54.67	328.02
Temporary Plastic Safety Markers	Each	25	15.12	378.00
Temporary Reflective Pavement Markers	Each	240	4.75	1,140.00
Flaggers	Hour	600	17.15	10,290.00
ROADWORK				
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	4,020.00
General Excavation	Cu. Yd.	2,300	7.26	16,698.00
Trench Excavation	Cu. Yd.	110	12.62	1,388.20
Cold Plane Pavement Removal	Sq. Yd.	34,960	1.36	47,545.60
Lean Concrete Base Mixture	Ton	1,540	40.85	62,909.00
Portland Cement in LCB Mixture	Ton	170	86.15	14,645.50
Class "C" Asphalt Concrete Mixture	Ton	8,850	17.22	152,397.00
Asphalt Cement in Mixture	Ton	530	198.00	104,940.00
Asphalt in Tack Coat	Ton	15	200.00	3,000.00
12-inch Concrete Storm Sewer Pipe	Lin. Ft.	386	11.53	4,450.58
Extra for Pipe Under Pavement	Lin. Ft.	386	10.80	4,168.80
Concrete Inlets, Type CG-2	Each	2	452.00	904.00
Guardrail, Type 1A	Lin. Ft.	100	16.60	1,660.00
Guardrail Anchors, Type 1	Each	1	151.00	151.00
Rail End Pieces, Type B	Each	1	75.00	75.00
Concrete Walks	Sq. Yd.	990	21.65	21,433.50
Concrete Driveways	Sq. Yd.	67	23.50	1,574.50
Concrete Curbs	Lin. Ft.	1,940	8.75	16,975.00
Extra for Asphalt Approaches	Each	26	150.00	3,900.00
Adjusting Manholes	Each	54	267.00	14,418.00
Adjusting Inlets	Each	59	131.00	7,729.00
				$ 514,431.70

Anticipated Items

Permanent Paving, Striping and Buttons		All Required		$ 8,500.00
		Subtotal		$ 522,931.70
		Engineering		$ 70,595.30
		Subtotal		$ 593,527.00
Credit for Adjustment of Utility Manholes	Each	5	267.00	$ (1,335.00)
		Total		$ 592,192.00

Length of Project ----------------- 1.16 miles
Cost of Roadway Per Mile ---------- $510,510.34

Retain in Reserve

Loop Replacement (By State Forces)	All Required	$ 4,000.00
Adjust Water Valves	All Required	2,250.00
Adjust Lampholes (By Others)	All Required	400.00
Adjust Cleanout (By Others)	All Required	100.00
	Subtotal	$ 6,750.00
	Engineering	911.00
	Total	$ 7,661.00

SUMMARY OF FUNDS (88.15%)

Description	Total Cost	Federal Funds	State Funds
Roadway	$592,192.00	$522,017.00	$70,175.00
Reserve	7,661.00	6,753.00	908.00
TOTAL	$599,853.00	$528,770.00	$71,083.00

Group 1: 98% Group 8 2%
Contract No. 10,027
Prefix: 6-1985 P.E.
Prefix: 6-1094
Appn Code: 110

DDB:me

10 027

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-FR-2-2(26)

2. STATE PROJECT NO. See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40158

2A. COUNTY NAME Coos

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAY 5 '87
REFER TO
Potter

7. DATE AUTHORIZATION EFFECTIVE April 21, 1987

8. FEDERAL ROUTE NUMBER FAP 2

9. STATE ROUTE NUMBER 9

10. GENERAL LOCATION:

Fir Avenue - Johnson Avenue (Coos Bay) Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* See Below

13. REMARKS

As requested in Mr. Potter's letter of 3/20/87 we approve the Program Change to joint finance the subject project utilizing Appn Code 010 funds.

This change will require the following revision:

1. Appn Code ----- add "010" funds
2. Prefix Letters -- add "F"

14. DATE 4/28/87

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

10 03

NEIL GOLDSCHMIDT
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 20, 1987

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 40158
Project No. F-FR-2-2(26)
Fir Ave.-Johnson Ave. (Coos Bay) Sec.
Oregon Coast Highway
Coos County

I request your approval of a program change to joint finance the subject project and increase cost as follows:

1) Appn Code ------- Add "010".
2) Prefix Letters -- Add "F".

Revisions in financing are as indicated on the attached revised project estimate and modification of project agreements (PR-2A).

DDB:bkb
Attach.
cc: W. Anhorn
R. Sjolander
J. Henry
R. Oakes
General Files ✓

Form 734-3122 (1-87)

10,[illegible]

December 26, 1986

CON 5 - #10,027

Safeco Insurance Co. of America
4101 SW Kruse Way
Lake Oswego, OR 97034

On December 8, 1986, we wrote to you concerning release of final payment on Contract No. 10,027 awarded to Johnson Rock Products, Inc. for paving on the Fir Avenue-Johnson Avenue (Coos Bay) Section of the Oregon Coast Highway in Coos County.

Final payment on this contract is $15,681.02 and the total contract amount is $595,077.21, including $8,690.62 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

cc: Johnson Rock Products, Inc.
P.O. Box 548
North Bend, OR 97459

bc: C. O. Fredrickson
Walt Hart
James J. Gix

cgc

10,027

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10027

TO: Commission Services DATE: December 2, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10027, On Site Work Substantially Completed September 12, 1985

All Work Completed July 30, 1986

Project Fir Avenue-Johnson Avenue (Coos Bay)

Highway Oregon Coast

County Coos

Type of Work Paving

Contractor Johnson Rock Products, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

RECEIVED
DEC 5 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Letter written to surety
12-8-86
azm

81-125-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-2-2(26)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40158

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 5 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE February 28, 1986

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Fir Avenue - Johnson Ave. (Coos Bay) Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 2/25/86, this will approve contingent upon modification of Project Agreement if additional funds are required the cost overrun on the agreement to adjust the water valves on an actual cost basis $2,643.01; Federal Funds $2,330.00.

The Agreement with the Coos Bay - North Bend Water Board is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

14. DATE 3/4/86

15. SIGNATURE OF APPROVING OFFICIAL G. K Hassner

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

16 [illegible] 7

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

February 25, 1986

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter ORIGINAL SIGNED BY GARY A. POTTER
Manager, Program Section

SUBJECT: Cost Overrun
Water Valve Adjustment
Coos Bay - North Bend Water Board
Fir Avenue-Johnson Avenue (Coos Bay) Section
Oregon Coast Highway
Coos County
Project No. FR-2-2(26)

Reference is made to my letter of June 17, 1985, which submitted an estimate of cost for the relocation of Coos Bay-North Bend Water Board's water valves and to your Letter of Approval and/or Authorization, dated June 24, 1985 which approved participation in the estimated cost of $1,574. Copies of my letter and your PR-1240 are attached.

The relocation of the water valves has been completed and a final billing of cost, in the amount of $2,643.01, received. The final cost of $2,643.01 exceeds the estimated cost of $1,574.00 by $1,069.01 or 67.92%. John E. Christopherson, Region 3 Utility Specialist, in a letter dated December 16, 1985, has provided an explanation of the cause for overrunning the estimated cost. A copy of the letter is attached.

The relocation costs have been audited by our Accounting Section and found to be actual and substantiated. The Water Board has accomplished the work required to accommodate our highway construction, as requested, and is entitled to full reimbursement.

Your approval of federal participation in the final relocation cost of $2,643.01 is requested.

RECEIVED
STAT HWY ENGR
FEB 27 '86
REFER TO
FOR
Info Inves R/D D/R Sign Act File

JMC:jr
attach.

cc: E. S. Hunter
J. M. Cartwright
J. E. Christopherson
Rich Evans
Rose Wickham

Form 734-3122

1/ 27
jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-2-2(26)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40158

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE June 7, 1985

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Fir Ave. - Johnson Ave. (Coos Bay) Section

11. GENERAL DESCRIPTION OF WORK

Replacement of detector lamps

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 6-7-85 as requested in Mr. Fredrickson's letter of 1-10-86 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $10,000; Federal Funds $8,815.

RECEIVED
STATE HWY ENGR
JAN 29 '86
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig. to
1/29

14. DATE 1/28/86

15. SIGNATURE OF APPROVING OFFICIAL
Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

January 10, 1986

Baughman & Son, Inc.
P.O. Box 270
Coos Bay, OR 97420

CON 5 -#10,027

Thank you for your letter of December 9, 1985, advising us that Johnson Rock Products, Inc., has paid you in full for your claim filed on August 22, 1985.

This was in reference to the Johnson Rock Products, Inc., Contract No. 10,027 for paving on Fir Avenue-Johnson Avenue in Coos Bay.

This information will be noted in our records and we will advise the surety and the contractor.

NOTED ON CARD
1/9/86-

Robert W. Gormsen
COMMISSION SERVICES

bbc: Bryant Jackmond
FKN:clb

cc: Johnson Rock Products, Inc.
P.O. Box 548
North Bend, OR 97459

Safeco Insurance Co.
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Claim filed: 9-11-85 #CL1985-0151

TELEPHONE 267-6754 OR 267-4734

BAUGHMAN & SON, INC.
Builders
P. O. BOX 270
2770 WOODLAND DRIVE
COOS BAY, OREGON 97420

December 9, 1985

Robert M. Gormsen
Commission Services
DEPARTMENT OF TRANSPORTATION
Transportation Building
Salem, Oregon 97310

Re: CON 5
#10,027

Dear Sir:

In reference to your letter of September 9, 1985 please be advised that as of December 9, 1985 Johnson Rock Products, Inc. has paid us in full for the claim you filed in our behalf.

We thank you very much for your assistance in this matter.

Sincerely,
BAUGHMAN AND SON, INC.
Gerald R. Baughman
Gerald R. Baughman
President

cc: Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, Oregon 97034

Johnson Rock Products
P.O. Box 548
North Bend, Oregon 97459

GRB/jsp

RECEIVED
DEC 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC
OREGON-COLUMBIA CHAPTER

10,027 N

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

In Reply Refer to File No.:

DATE: December 17, 1985

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

CON 5

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. FR-2-2(26)

Contract 10027 Work Completed September 12, 1985

Project Fir Ave.-Johnson Ave. (Coos Bay)

Highway Oregon Coast

County Coos

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date 10-31-85
513

G. K. Hossner
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

BMW:mk

cc: E. S. Hunter
C. O. Fredrickson
Jim Gix
B. M. Walton

CPC/FL4

RECEIVED
DEC 18 1985
OREGON DIVISION

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

December 11, 1985

CON 5

Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

Re: Time Extension Request
Fir Ave.-Johnson Ave.
Contract No. 10027
FAP No. FR-2-2(26)

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested 27 additional calendar days of contract time due to 10 listed items.

Your request is denied for two reasons. First, all items of delay claimed were either required contract work or did not delay the completion of the project. Second, and most important, you did not submit your time extension request in accord with the contract provisions. Section 108.09 of the contract Standard Specifications states in part, "The Engineer will also rule out and not consider requests for adjustment of contract time which are based upon causes for delay not filed or submitted in accordance with Subsection 108.08 of these specifications."

Your request is denied.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Jim Gix w/att.
Frank Morrison w/att.
FHWA w/att.

TE/236

Form 734-3122

TELEPHONE 267-6754 OR 267-4734

BAUGHMAN & SON, INC.
Builders
P. O. BOX 270
2770 WOODLAND DRIVE
COOS BAY, OREGON 97420

November 5, 1985

R.W. Gormsen
OREGON STATE HIGHWAY DEPARTMENT
Room 121 - Transportation Building
Salem, Oregon 97310

Re: CON 5
#10,027

Dear Sir:

As of this date we have not received one penny from Johnson Rock Products, Inc or Pruitt-Fisher Construction, Inc. on our claim filed with you on August 22, 1985.

We would appreciate any help you could give us in clearing up this matter as soon as possible.

Sincerely,
BAUGHMAN AND SON, INC.
Gerald R. Baughman
Gerald R. Baughman
President

GRB/jsp

cc: JOHNSON ROCK PRODUCTS, INC.
SAFECO INSURANCE COMPANY OF AMERICA

Fran.

I called him.

This is for our information only. No claim to be filed.

R

ECEIVED
NOV [illegible] 1985
ISSION SERVICES
TMENT OF TRANSPORTATION

OREGON-COLUMBIA
CHAPTER

Department of Transportation

TRANSPORTATION BUILDING, SALEM OREGON 97310

September [illegible], 1985

CON 5
#10,027

Baughman & Son, Inc.
Builders
P. O. Box 270
2770 Woodland Drive
Coos Bay, OR 97420

This will acknowledge your letter of August 22, 1985, filing a claim against the following Highway Division contract.

FILED BY:	Baughman and Son, Inc.
AMOUNT:	$1,591.76
FOR:	Equipment rental
AGAINST (Prime contractor)	Johnson Rock Products, Inc.
SUBCONTRACTOR:	Pruitt-Fisher Construction, Inc.
CONTRACT NO.:	10,027
PROJECT:	Fir Avenue-Johnson Avenue (Coos Bay) Section, Oregon Coast Highway, Coos County
SURETY:	Safeco Insurance Co. of America
AGENT:	William L. Huggins

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Robert W. Gormsen
Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
NOV [illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

10.027 jc cc: OSHD (Rulien) STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☒ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	**REPORT NO.** 4	**COUNTY** Coos	**DIVISION** Oregon

IN COMPANY WITH
Frank Morrison, Project Manager; OSHD

DATE OF INSPECTION 10-31-85	**INSPECTION MADE BY** W. N. Bryant	**PROJECT NO.** FR-2-2(26)	
QUALITY OF WORK Satisfactory	**PROGRESS OF WORK** Satisfactory	**TIME ELAPSED** 120 %	**WORK COMPLETED** 100 %

FIR AVENUE - JOHNSON AVENUE (COOS BAY)
OREGON COAST HIGHWAY
Paving

NOTED
W. E. SCHWARTZ

Work completed under this contract consisted of the cold plane removal and excavation of the deteriorated roadway, removal of concrete islands, adjustment of manholes and inlets, and the construction of an asphalt concrete overlay on a 1.16 mile section of Highway 101 through downtown Coos Bay. A contract in the bid amount of $600,193.73 was awarded Johnson Rock Products, Inc., North Bend, Oregon on 5-8-85. Contract work began on 5-28-85 and was completed in reasonably close conformance with the approved plans and specifications, including approved changes, on 8-24-85 at a final estimated cost of $688,193.73 which includes $548,830.97 for original bid item work, $29,854.24 for work completed under price agreements, $8,690.62 for approved extra work, $20,074 for State Force work, $3,600 credit for liquidated damages, $80,000 for construction engineering to date and $4,625.35 for asphalt concrete bonus.

The specified completion date for this project was 80 calendar days or not later than August 30, 1985, whichever occurs first. A total of 96 calendar days were used in completing the work. Liquidated damages in the amount of $3,600 have been assessed accordingly. The contractor has requested a 16 day time extension which is currently under review by the State.

Project records indicate all materials incorporated in the work were tested or field inspected and found to be in reasonable conformance with the plans and specifications. Based on the results of this and other inspections, final acceptance of the contract work is recommended.

- WNB -

RECEIVED
STATE HWY ENGR
NOV 25 '85
REFER TO Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Cy 11/29

Form FHWA-1446A
(Rev. 2-84)

*U.S. GPO: 1985-466-568

10,027

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION FIR AVE.-JOHNSON AVE (COOS BAY)	WEEK ENDING OCT. 12, 1985	SECTION PREFIX C10027
HIGHWAY OREGON COAST	COUNTY COOS	
NAME OF JOB FIR AVE.-JOHNSON AVE.(COOS BAY)	KIND OF WORK PAVING	
CONTRACTOR JOHNSON ROCK PROD.,CO.	CONTRACT NUMBER 10027	FEDERAL AID PROJECT NUMBER FR-2-2(26)
DATE OF CONTRACT MAY 8, 1985	DATE WORK STARTED MAY 30, 1985	ESTIMATED COMPLETION DATE AUGUST 18, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 80	WORK DAYS USED CALENDAR DAYS USED 96
INC. AUTH. PROJECT AUTHORIZATION: $ 680,193.73	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 120
APP. BY SALEM EXCLUSIVE OF ENGINEERING: $ 626,201.73	INC. ENG.AUTH APP.BY SALEM ENGINEERING AUTHORIZATION $ 53,992.00 THIS WEEK 5,052.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 97
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 607,865.18	ENGINEERING COST TO DATE $ 72,990.13	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 3 %	PERCENT OF AUTHORIZATION 135 %	DATE PROJECT WAS COMPLETED: SEPT. 12, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		
0	0	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.16	0.0		0.0	0.0
MILES PARTIALLY COMPLETED	1.16	0.0		0.0	0.0
MILES COMPLETED	0.00	0.0		0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,300cy	34,960sy		545tn	8850.0tn
TOTAL QUANTITIES CORRECTED TO DATE	2,918cy	32,773sy		530tn	8166.0tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,918cy	32,773		530tn	8166
AVERAGE DAILY QUANTITIES	0	0		0	
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	0	0		0	1
HOURS PER SHIFT	0	0		0	9

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 6				
MONDAY 7				
TUESDAY 8				
WEDNESDAY 9				
THURSDAY 10				
FRIDAY 11				
SATURDAY 12				F

CONTR. NO: 10027

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

DATE: OCT. 12, 1985

SUNDAY 6	NO ACTIVITY
MONDAY 7	NO ACTIVITY
TUESDAY 8	NO ACTIVITY
WEDNESDAY 9	NO ACTIVITY
THURSDAY 10	NO ACTIVITY
FRIDAY 11	NO ACTIVITY
SATURDAY 12	NO ACTIVITY.

REMARKS

WORK NEXT WEEK : PROJECT COMPLETED 9/12/85. SEMI-FINAL ESTIMATE WILL BE SUBMITTED TO REGION ON 10/14/85.

THIS WILL BE THE LAST WEEKLY REPORT.

SIGNED Perry L Nichols LOCATION COQUILLE, OR
F. D. MORRISON, PROJ. MGR.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-F216

10-27

RECEIVED
STATE HWY ENGR
SEP 23 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

September 20, 1985

Mr. Bud Tison
General Telephone Company
of the Northwest
P.O. Box 929
Coos Bay, OR 97420

RE: Manhole Adjustment
Fir Avenue - Johnson Avenue
Section
Oregon Coast Highway
Coos County
Project No. F-2-2(19)

Dear Mr. Tison:

Reference is made to my letter of February 15, 1985 which set forth the terms for including the adjustment of General Telephone Company's conflicting manholes in the highway construction contract for the above-titled project. It was my understanding that GTE wished to have the manhole adjustment included as part of the State's work. A signed copy of my February 15, 1985 letter was never returned as requested.

Bids have been received on the subject project and a contract was awarded to the low bidder, Johnson Rock Products, Inc., P.O. Box 548, North Bend, Oregon 97459.

Johnson Rock Products bid for Item 027, Adjusting Manholes, is $267.00 each. A copy of the bid schedule is attached. The estimated cost of Pacific Power & Light Company is now:

Adjusting Mannoles 3 eac. @ $267.00 = $801.00

You are now requested to forward a check in the amount of $801.00 made payable to the Oregon State Highway Division to this office at the earliest possible date.

If more or less manholes require adjustment, an appropriate adjustment in cost to you will be made upon completion of the State's project.

Your cooperation in this matter is appreciated.

Yours truly,

Jack M. Cartwright
Utility Relocation Coordinator

JMC:jr
attach.

bc: E. S. Hunter
D. L. Trout
J. J. Gix
F. D. Morrison

Jan Peterson w/attach.
J. E. Christopherson w/attach.

1985-0151

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
SEP 11 1985
BARBARA ROBERTS
SECRETARY OF STATE

September 9, 1985

IN REPLY REFER TO
FILE NO.:
CON 5
#10,027

Baughman & Son, Inc.
Builders
P. O. Box 270
2770 Woodland Drive
Coos Bay, OR 97420

This will acknowledge your letter of August 22, 1985, filing a claim against the following Highway Division contract.

FILED BY:	Baughman and Son, Inc.
AMOUNT:	$1,591.76
FOR:	Equipment rental
AGAINST (Prime contractor)	Johnson Rock Products, Inc.
SUBCONTRACTOR:	Pruitt-Fisher Construction, Inc.
CONTRACT NO.:	10,027
PROJECT:	Fir Avenue-Johnson Avenue (Coos Bay) Section, Oregon Coast Highway, Coos County
SURETY:	Safeco Insurance Co. of America
AGENT:	William L. Huggins

We will advise the surety and the prime contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
SEP 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED ON CARD
9-17-85 ac

TELEPHONE 267-6754 OR 267-4734

BAUGHMAN & SON, INC.

Builders

P. O. BOX 270
2770 WOODLAND DRIVE
COOS BAY, OREGON 97420

August 22, 1985

R. W. Gormsen
OREGON STATE HIGHWAY DEPARTMENT
Room 121 - Transportation Bldg
Salem, Oregon 97310

Re: Contract No.10027

Dear Sir:

Per our conversation yesterday we are hereby notifying the Oregon State Highway Department that we have not received payment for any of the rental equipment charges that were incurred on your paving project in Coos Bay (See Contract No. above).

You indicated the following information was needed by your department:

NAME OF PROJECT: Fir Ave.-Johnson Ave (Coos Bay) Paving
CONTRACT NUMBER: 10027
GENERAL CONTRACTOR: Johnson Rock Products, Inc.
SUB-CONTRACTORS: Pruitt-Fisher Construction, Inc.
AMOUNT OF CLAIM: $1591.76

Pruitt-Fisher Construction, Inc. rented equipment such as compressors, generators, flood lights, etc. from us for the above project starting on May 31, 1985 and ending July 10, 1985.

Please let us know if there is any additional information required.

Sincerely,
BAUGHMAN AND SON, INC.
Gerald R. Baughman
Gerald R. Baughman
President

RECEIVED
SEP 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

GRB/jsp

RECEIVED
AUG 23 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

AGC
OREGON-COLUMBIA CHAPTER

N

bc: E. S. Hunter
D. L. Trout
J. J. Gix
F. D. Morrison
Jan Peterson
John Christopherson

RECEIVED
STAT HWY ENGR
AUG 21 '85
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

August 20, 1985

Mr. Michael E. Rector
General Manager
Warner Amex Cable
Communications, Inc.
P.O. Box 3488
Coos Bay, OR 97420

RE: Manhole Adjustment
Fir Avenue - Johnson Avenue
Section
Oregon Coast Highway
Coos County
Project No. F-2-2(19)

NOTED
E. S. HUNTER

Dear Mr. Rector:

Reference is made to my letter of February 15, 1985, which set forth the terms for including the adjustment of Warner Amex Cable Communications, Inc.'s conflicting manholes in the highway construction contract for the above titled project. Those terms were accepted by your company. A copy of my February 15, 1985 letter is attached for your reference.

Bids have been received on the subject project and a contract was awarded to the low bidder, Johnson Rock Products, Inc., P.O. Box 548, North Bend, Oregon 97459.

Johnson Rock Products bid for Item 027, Adjusting Manholes, is $267.00 each. A copy of the bid schedule is attached. The estimated cost to Warner Amex Cable Communications, Inc. is now:

Adjusting Manholes 1 ea. @ $267.00 = $267.00

You are now requested to forward a check in the amount of $267.00 made payable to the Oregon State Highway Division, to this office at the earliest possible date.

If more or less manholes require adjustment, an appropriate adjustment in cost to you will be made upon completion of the State's project.

Your cooperation in this matter is appreciated.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC:jr
attach.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: August 8, 1985

In Reply Refer to
File No.:

CON 5

TO: Oregon Transportation Commission

AGENDA
AUG 20 1985
10 -

FROM: E. S. Hunter, P.E., P.L.S.
Acting State Highway Engineer

SUBJECT: Request for Increase in Project Authorization
Fir Ave.-Johnson Ave. (Coos Bay) Section
Oregon Coast Highway, Coos County
Contract No. 10,027

This federal-aid project is approximately 60 percent finished with completion anticipated in September, 1985. It now appears that the final cost will exceed the project authorization by $80,000 or 13%.

The contract quantities of lean concrete base mixture and portland cement in that mixture were insufficient to complete the work due to a design error. The quantities were calculated by volume and were presented in the bid schedule as weights without application of the appropriate conversion factor. This resulted in essentially a doubling of these quantities in order to complete the work, thus adding more than $70,000 to the cost of the project.

After removal of asphalt concrete pavement by cold planing, the underlying base material failed in several areas under the impact of heavy truck and auto traffic. These failed areas necessitated subexcavation and backfill with a high-early-strength concrete base material. This extra work added more than $8,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

I recommend that the authorization be increased by $80,000 to a new total of $680,193.73. This matter will be on the consent calendar for the August 20 meeting.

ESH:HHP:mk

bc: Fred Miller
R. W. Gormsen
C. O. Fredrickson
V. E. Skoog
J. J. Gix
George Bell

STATE OF OREGON
Highway Construction 378-6318

INTEROFFICE MEMO

FILE: CON 5

TO: W. E. Schwartz
Ass't. State Highway Engineer

DATE: August 8, 1985

O. B. Jackmond

FROM: O. B. Jackmond
Contract Administration Engineer

SUBJECT: Request for Increase in Project Authorization
Fir Ave.-Johnson Ave. (Coos Bay) Section
Oregon Coast Highway, Coos County
Contract No. 10,027

This federal-aid project is approximately 60 percent finished with completion anticipated in September, 1985. It now appears that the final cost will exceed the project authorization by $80,000 or 13%.

The contract quantities of lean concrete base mixture and portland cement in that mixture were insufficient to complete the work due to a design error. The quantities were calculated by volume and were presented in the bid schedule as weights without application of the appropriate conversion factor. This resulted in essentially a doubling of these quantities in order to complete the work, thus adding more than $70,000 to the cost of the project.

After removal of asphalt concrete pavement by cold planing, the underlying base material failed in several areas under the impact of heavy truck and auto traffic. These failed areas necessitated subexcavation and backfill with a high-early-strength concrete base material. This extra work added more than $8,000 to the cost of the project.

There are sufficient funds available in the category of work and all the increase is eligible for federal participation.

Attached is a rough draft letter to the Transportation Commission requesting an increase of $80,000. Also attached is a copy of the Expected Overrun of Project Authorization form.

OBJ:HHP:mk

Attach.

cc: J. J. Gix
F. D. Morrison
B. M. Walton
D. L. Trout

81-125-1387

jc

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-2-2(26)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40158

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE May 28, 1985

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Fir Ave. - Johnson Ave. (Coos Bay) Section

11. GENERAL DESCRIPTION OF WORK

Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested in Mr.Potter's letter of 6-17-895 this will confirm the advance approval date of 5-28-85 to proceed with the adjustments to Coos Bay - North Bend Water Board's Water Valves. Reimbursement on an actual cost basis estimated to be $1,574 - Federal Funds $1,387 is approved contingent upon modification of Project Agreement if additional funds are required.

The agreement with Coos Bay - North Bend Water Board is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Program Manual.

Orig. to 6/26

14. DATE 6/24/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

RECEIVED
STATE HWY ENGR
JUN 26 '85
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

June 17, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter
Manager, Program Section

SUBJECT: Water Valve Adjustment
Coos Bay-North Bend Water Board
Fir Avenue-Johnson Avenue (Coos Bay)
Section
Oregon Coast Highway
Coos County
Project No. FR-2-2(26)

Here is a copy of an estimate of cost to adjust Coos Bay-North Bend Water Board's water valve facilities dated May 24, 1985.

A certification prepared by John E. Christopherson as to the Board's rights in the land occupied by their facilities is in our files.

The conflict was anticipated. The Board was advised verbally of the conflict as soon as it was known. The relocation agreement will, therefore, consist of verbal notification of conflict, the estimate and sketch submitted herewith and our letter authorizing them to proceed with the work.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves crossings of the project by the facilities.

There will be no betterment derived from the proposed adjustment of the Board's facilities.

Your approval of the actual cost agreement, as evidenced above, and confirmation of your advanced authorization to proceed with the work as of May 28, 1985 under the provisions of PPM 30-4 and 30-4.1 is requested. Estimated cost to the State is $1,574.

JCM:jr
Enc.

cc: E. S. Hunter
J. M. Cartwright
J. E. Christopherson

RECEIVED
STAT HWY ENGR
JUN 19 '85
REFER TO
FOR
Info Inves R/D D/R Sign Act File

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

STATE COPY

(Check appropriate box)

☒ INITIAL INSPECTION ☐ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

RECEIVED
STATE HWY ENGR
JUN 24 '85
REFER TO Fredrickson
FOR

Info	Invest	R/D	D/R	Sign	Act	File

cy 6/25

REGION NO. 10	REPORT NO. 1	COUNTY Coos	DIVISION Oregon
IN COMPANY WITH Frank Morrison, Project Manager; OSHD			
DATE OF INSPECTION 6-5-85	INSPECTION MADE BY W. N. Bryant, Area Engineer	W. N. Bryant Area Engineer	PROJECT NO. FR-2-2(26)
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 11 %	WORK COMPLETED 13 %

FIR AVE. - JOHNSON AVE. (COOS BAY)
OREGON COAST HIGHWAY
Paving

NOTED
W. E. SCHWARTZ

This project provides for cold plane removal and excavation of the deteriorated roadway, removal of concrete islands, adjustment of manholes and inlets and the construction of an asphalt cement overlay through downtown Coos Bay. A contract in the bid amount of $514,431.70 was awarded Johnson Rock Products, Inc., North Bend, Oregon on 5-8-85. Project work started on 5-30-85.

At the time of this inspection no work was underway except for making preparations for cold planing between Fir Ave. and Elrod St. on Bayshore Drive, island removal between Elrod St. and Ingersol Ave., and excavation of existing AC and PCC pavement between Market Ave. and Curtis Ave. on South Broadway. Due to traffic handling problems on this project practically all work is being performed at night.

To date the following price agreements are in various stages of development or have been approved.

P.A. #1 - covering the following changes in the specifications: change the first paragraph of Section 403 to read "Section 403 of the Statistical Supplemental Specifications" and 403.16(b-1) to read "Delete the next to last paragraph" (not the last paragraph). Approval of this P.A. is recommended.

P.A. #2 - to provide 200 feet of additional storm sewer pipe. Approval subject to cost justification is recommended.

P.A. #3 - to correct lean concrete base bid quantities to reflect the actual tons to be used. Bid schedule showed 1,540 tons instead of 1,540 c.y. actually needed. Approval subject to cost justification is recommended.

(Continued)

P.A. #4 - to provide for additional guardrail blocks. Approval subject to cost justification is recommended.

The project manager advised that all materials being incorporated into the work to date have been tested or field inspected and found to be in reasonably close conformance with the specification requirements. The signing and traffic control measures being used on the project were reviewed and found to be in reasonably close conformance with the approved traffic control plans, specifications and the MUTCD. The project manager advised that no major or serious traffic problems have been encountered to date.

- WNB -

1859

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

May 30, 1985

In Reply Refer to
File No.:

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

ATTENTION: Glenn K. Hossner, Field Operations Engineer

Jack M. Cartwright

FROM: Jack M. Cartwright
Utility Relocation Coordinator

SUBJECT: Federal Participation Eligibility Date
Water Valve Adjustment
Coos Bay - North Bend Water Board
Fir Avenue - Johnson Avenue (Coos Bay) Section
Oregon Coast Highway
Coos County
Project No. FR-2-2(26)

Confirmation of your verbal authorization for Coos Bay-North Bend Water Board to proceed with the relocation of their water valves in conflict with this project as of May 28, 1985 is requested. An estimate of cost is being prepared by the Board. Preliminary estimate of cost is $1,600. The estimate upon receipt will be forwarded for your review and approval by separate letter. Federal participation in the cost of the relocation work is subject to FHWA's review and approval of the estimate of cost.

Advanced authorization date of
May 28, 1985 is approved

G. K. Hossner
Glenn K. Hossner, Field Operations Engineer

JMC:jr
cc: E. S. Hunter ✓
Don Trout
Pete Gonzalez
James J. Gix
F. D. Morrison
J. E. Christopherson

NOTED
D. O. Christenson

RECEIVED
STAT HWY ENGR
JUN 4 '85
REFER TO

Form 734-3122

May 23, 1985

Johnson Rock Products, Inc.
P. O. Box 548
North Bend, OR 97459

CON 5
#10,027

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> **Contract No. 10,027 for paving on the Fir Avenue-Johnson Avenue (Coos Bay) Section of the Oregon Coast Highway in Coos County.**

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Safeco Insurance Company of America
4101 S. W. Kruse Way
Lake Oswego, OR 97034

bc: **C. O. Fredrickson**
Walt Hart
Bruce Walton
Janice Peterson
James Gix
Frank Morrison

johnson rock products

P. O. BOX 548, NORTH BEND, OREGON 97459 503 756-5158

RECEIVED
APR 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: Lorraine Ellis

April 26, 1985

Mr. Robert Gormsen
Department of Transporation
121 Transportation Building
Salem, Oregon 97310

Re:Fir- Johnson Ave. (Coos Bay) Sec.

Dear Sir:

In accordance with 49CFR 23, we are pleased to subcontract the following bid items:

1. Pruitt-Fisher Construction
   P.O. Box 621
   Coos Bay, Oregon 97420
   Jim Pruitt 756-4166 (office)

ITEM NO.	DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL
19.	Concrete Inlets, Type CG-2	2 Ea.	$450.00	$ 900.00
20.	Guard Rail, Type 1A	100 L.F.	16.50	1,650.00
21.	Guard Rail Anchors, Type 1	1 Ea.	150.00	150.00
22.	Rail End Pieces,Type B	1 Ea.	75.00	75.00
23.	Concrete Walks	990 S.Y.	17.10	16,929.00
24.	Concrete Driveways	67 S.Y.	15.46	1,035.82
25.	Concrete Curbs	1940 L.F.	8.50	16,490.00
27.	Ajusting Manholes	54 Ea.	265.00	14,310.00
28.	Adjusting Inlets	59 Ea.	130.00	7.670.00
	SUBCONTRACT TOTAL			$59,209.82

Pruitt-Fisher Construction is a certified DBE firm. Kirk L. Johnson is our EEO Officer in charge of administering the intent of 49CFR 23.

RESPECTFULLY,

LEX M. JOHNSON, SEC. - TREAS.

CON 21-10
Coos Bay

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

The Honorable Jim Whitty
State Representative
H472 State Capitol
Salem, Oregon 97310

May 22, 1985

In Reply Refer to
File No.:

Dear Sir:

We are pleased to report that a meeting was held in Coos Bay City Hall on May 21, 1985, to air local concerns and scheduling with the Coos Bay Downtown Business Association.

Approximately 20 affected businesses were represented. A good dialogue took place and a process worked out to communicate contractors' schedules and the necessary closures required to complete the Fir Avenue to Johnson Avenue Section.

We feel that continuing to communicate with the City and Downtown Business Association will achieve an improved highway facility and enable Coos Bay to survive as well.

Cordially,

ORIGINAL SIGNED BY J. J. GIX

JAMES J. GIX
Region Engineer

jjg/ba

cc: F. Miller ✓
H. S. Coulter
W. E. Schwartz
B. Hamilton
B. Brown
F. Morrison

RECEIVED
DOT DIRECTOR
MAY 24 '85
REFER TO

FOR						
Info	Inves	R/D	D/R	Sign	Act	File

FRED MILLER

Form 734-1829

file

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 3
P.O. BOX 1128, ROSEBURG, OREGON 97470 PHONE 440-3399

May 13, 1985

In Reply Refer to
File No.:

The Honorable Jim Whitty
H 472
State Capitol
Salem OR 97310

Dear Representative Whitty:

Mr. Coulter had asked me to keep you informed as to our contacts with the Coos Bay Downtown Business Association. A meeting is scheduled for May 21 in the City Hall in Coos Bay between the contractor, the city, state representatives, and the affected businesses.

We intend to work towards minimizing the delays and effect on tourist traffic for these businesses as much as possible.

On a separate listing, I have shown the projects within your legislative district and their current status. I would expect that we could update this posting at a later date if you so desire.

Cordially,

ORIGINAL SIGNED BY JAMES J. GIX

JAMES J. GIX, P.E.
Region Engineer

jjg/cw
Attach.

cc Fred Miller
H. S. Coulter
F. D. Morrison
B. E. Brown

RECEIVED
DOT DIRECTOR
MAY 14 '85
REFER TO
FOR
Info Ames R/D D/R Sign Act File

FRED MILLER

DISTRICT 47

268	ORE 38	Umpqua/Myrtle State Wayside In Preliminary Engineering stage	FY 86 Sched. Contr. Sept. 85
289	ORE 38	Umpqua Highway Passing Lane (MP 17.5-20) In Preliminary Engineering stage (Consultant)	FY 89 Sched. Contr. Oct. 85
202	ORE 38	Umpqua Hwy. Slow Vehicle Turn MP 7.0 Complete	FY 84
267	ORE 38	Umpqua Hwy. Slow Vehicle Turn MP 3.43 In Preliminary Engineering	FY 86 Sched. Contr. Feb. 86
233	US101	Winchester Ave. Signals In Signal Design	FY 85 Sched. Contr. Dec. 85
189	US101	Winchester Bay Slide Corr. Complete	FY 84
286	US101	Coast Hwy. @ Longwood Dr. SMV Turnout Project being reprogrammed in 6-year update for passing lane	FY 88
276	US101	Ten Mile Passing Bay In Preliminary Engineer Stage (Consultant)	Sched. Contr. Dec. 85
190	US101	Myrtle-Fir Channelization Complete	FY 84
234	US101	Fir-Johnson - Structural Overlay	FY 85 Contracted May 85
235	US101	Coalbank Sl. Bridge Repl. R/W Acquisition, Final Design	FY 85 Sched. Contr. Oct. 85
274	Cape Arago	Hwy. @ Oak St. Traffic Signal in Signal Design	FY 86 Sched. Contr. Sept. 85
284	Cape Arago	South Slough Bridge In Preliminary Engineering (Consultant)	FY 87 Sched. Contr. Nov. 87
285	Coos River	Catching Slough Br. Repl. Environmental Assess.	FY 87 Sched. Contr. Aug. 88
	US101	Haynes Inlet Sl. Br. Repl. In Preliminary Engineer Stage	FY 87 Sched. Contr. June 87

Con 31-10
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
LEG

May 7, 1985

The Honorable Jim Whitty
State Representative
H472 State Capitol
Salem, OR 97310

Following opening of bids for resurfacing the Fir Avenue-Johnson Avenue Section of the Coast Highway in Coos Bay, I was contacted by a businesswoman and a representative of a Coos Bay Downtown Business Association expressing concerns about the impact on tourist traffic with the highway torn up all summer. I can appreciate their concerns but also know that paving quality problems are minimized by performing the work during our summer months.

I have asked Jim Gix, Region Engineer, to arrange a meeting involving the city, affected businesses, the Chamber or Downtown Business Association, the contractor and the Highway Division as soon as convenient to provide a better understanding of the contractors anticipated schedule of work, the specific impacts on abutting properties, analysis of alternate ways to avoid any loss of business and how we can collectively work toward achieving the improved highway while minimizing any negative economic impact on Coos Bay.

I have high hopes for the success of such a discussion.

H. S. Coulter

H. S. Coulter
State Highway Engineer

HSC:srm

cc: Fred Miller
W. E. Schwartz
Jim Gix
Bob Hamilton

Gix – please post Rep. Whitty on the conclusions of the meeting.
Fred

RECEIVED
DOT DIRECTOR
MAY 8 '85
REFER TO
FOR

Info	Amves	R/D	D/R	Sign	Act	File

Form 734-3122

cy to Whitty

Coos Bay

~~cc:~~ H. S. Coulte

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. FR-2-2(26)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Coos

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40158

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 17 '85
REFER TO Potter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE 4-3-85

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Fir Avenue - Johnson Avenue (Coos Bay) Section

11. GENERAL DESCRIPTION OF WORK

Grade, Drain and high type pavement

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER *(Specify)*

Anticipated items as shown in your "PS&E" Estimate dated 3-27-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4-1-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $622,909 - Federal funds $549,094.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/9/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hoesner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-73) PREVIOUS EDITIONS MAY BE USED

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

April 9, 1985
IN REPLY REFER TO

HFO.3-OR

RECEIVED
STATE HWY ENGR
APR 15 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Hunter
TAA

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project FR-2-2(26)
Fir Avenue - Johnson Avenue Section
Oregon Coast Highway, Coos County
Mr. Kuehn's Letter, DES 16 (4/8/85)

The information submitted with Mr. Kuehn's letter discussing several exceptions to the design criteria contained in "A Policy on Geometric Design of Highways and Streets" has been reviewed. Since the primary purpose of this project is limited to overlaying and/or replacing the existing surfacing on a 2.16 mile section of congested one-way streets in the central business district of Coos Bay, your request for exceptions to the minimum recommended design standards for parking width, offset to curb and clear zone back of curb is considered appropriate and in the public interest. Likewise, since this facility is a one-way couplet and because the accident data furnished indicates no serious problems have occurred in the past on this designated truck route as a result of the existing 11 foot travel lanes between stations 112 and 119 southbound, we concur that maintaining the existing 11 foot travel lanes on this relatively short section of the project is also in the public interest and consistent with highway safety needs.

Sincerely yours,

G. K. Hossner
for Dale E. Wilken
Division Administrator

cc:
OSHD (R.A. Kuehn, Final Des Unit)
OSHD (G. Potter, Prgm Section)

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

DES 16

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Fir Avenue-Johnson Ave.
Oregon Coast Highway
Coos County
Prefix Number: 6-1985

The roadside inventory for the subject section is being transmitted to you. The project is proposed for an April 25, 1985 bid opening. The purpose of this project is to overlay and replace the existing surfacing. The A.D.T. is 25,800 and the design speed is 25 and 30 M.P.H. No long-term projects are planned for this area.

We request exceptions to the minimum standards for lane widths, parking width, offset to curb and clear zone back of curb. The design criteria is set forth in "A Policy on Geometric Design of Highways and Streets."

The desirable travel lane width for a urban arterial with heavy truck traffic is 12-feet with 8' for parking. On North Broadway Street (Sta. "S.B" 112+40 to Sta. "S.B." 119+70), we propose to match the existing width of 36 feet. This provides for two 11-foot travel lanes with 7 feet for parking. To widen in this area would require moving the curbs, inlets, utility poles signal poles and sign posts. The cost would be excessive for the scope of this project.

The minimum offset from the travel lane to the curb is 2 feet. On North Broadway Street (Sta. "S.B." 100+00 to Sta. "S.B." 112+10) we propose 1 foot. To obtain the 2-foot offset width would require moving the curb, inlets, utility poles, sign posts and retaining wall. The cost would be very high.

The minimum clear zone is 1.5 feet back of the curb. Some of the utility poles, signal poles and sign posts have only one foot. We propose not to move these poles because of the high cost and interferance with the walk.

This project will improve the rideability and increase the longevity of the roadbed, while staying within a reasonable cost. To bring this project into full standards would require a major reconstruction.

We solicit your concurrence that it is in the public's interest to allow exceptions to the minimum standards as listed.

RK:NH:mg

Attachment

bcc: E. S. Hunter
J. J. Gix
J. L. Gaither
N. L. Henry

[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
DES 16

DATE: March 25, 1985

TO: Dale E. Wilken
Division Administration
Federal Highway Administration

FROM: Richard A. Kuehn, P.E.
Final Design Engineer

SUBJECT: Fir Avenue-Johnson Ave.
Oregon Coast Highway
Coos County
Prefix Number: 6-1985-905

The roadside inventory for the subject section is being transmitted to you. The project is proposed for an April 25, 1985 bid letting.

No exceptions to the minimum standards were identified within the scope of this project. We solicit your concurrence, that it is in the public's interest to construct this project as designed.

RAK:as

Enclosure

cc: E.S. Hunter
E.L. Hardt
J.L. Gaither
N.L. Henry

RECEIVED
ROAD DESIGN SECTION
RDE
FDE
LE
SE
FPC
PDE
LFE
GTE
Copy All
Return To
B/U / /

Form 734-3122

GEN 31-10
Coos Bay

DES 16

February 6, 1985

Joe Schwarm
City of Coos Bay
500 Central Avenue
Coos Bay, Or 97420

During construction of the Fir Avenue-Johnson Avenue overlay project, it will be necessary to prohibit parking between Fir Avenue and Elrod Avenue on both sides of Bayshore Drive and between Fir Avenue and Johnson Avenue on Broadway.

We anticipate that the prohibition will be required for approximately four weeks, although some sections should require substantially less time. We propose to include in the project specifications, a provision that parking be prohibited in any area only as long as is necessary to perform the work and in any event shall not exceed four weeks in duration.

Your prompt consideration and concurrence in this matter will enable us to proceed with this project on schedule.

Richard A. Kuehn, P.E.
Final Project Coordinator

cc: Kipp Osborn
Andy Anderson

bcc: Mike Swan MC

RK:MS:mg

RECEIVED
FEB 8 1985
ROAD DESIGN
SECTION

RDE
FDE
LE
SE
FPC
PDE
LFE
GTE

BPC
FD
CA
Copy All
Return To
B/U / /

[illegible]
Coos Bay

ROAD DESIGN SECTION DES 16

R. D. Hector
J. J. Gix
D. D. Allen

December 27, 1984

Richard A. Kuehn
Final Design Engineer

Fir Avenue-Johnson Avenue (Coos Bay)
O.B. Riley Road-Brosterhaus (Bend)
Hermiston-Stanfield
Extruded Curb and Gutter Expansion Joint

Our present specification 609.35 and Standard Drawing No. 2077 requires an expansion joint at 200' maximum spacing.

Eliminating the expansion joint for the extruded method of construction appears feasible on tangent sections. The expansion joints would still be required at direction changes, abutting walls, etc. per specifications.

Barring any major objections from yourselves, or local agencies if involved, appropriate specifications will be written for the subject sections so results with and without the expansion joints can be compared.

If adopted as standards for future projects, major benefits will be reduced costs, reduced construction difficulty and time savings.

RAK:DB:bn

cc: J. Backstrand
pn C. O. Fredrickson
. W. Litchfield

bcc: D.Bedford

Versteeg
Anderson
Adams
Macnab
Edwards
Terpin
Trent
[illegible]

RECEIVED
DEC 27 1984
ROAD DESIGN SECTION

Do Not File
Return to
Bring Up ...../...../.....
Action

CON 21-10

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. F-2-2(19) Coos Bay

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Coos

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40158

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
MAR 12 '84
REFER TO Potter
FOR
Info | Discuss | R/D | O/R | Sign | Act | File

Orig 3/13

7. DATE AUTHORIZATION EFFECTIVE 2/27/84

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Fir Avenue - Johnson Avenue (Coos Bay) Section
OVERLAY

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $19,400 FF $17,101

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 2/22/84.

14. DATE 2/27/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hasner

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

9N

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Coos Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 1392	
SECTION Fir Ave. - Johnson Ave.	REGION 3 (1/4/84)

OREGON COAST HWY #9 SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 006-1985	DATE 1-6-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 9,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 400
902 CITIZEN'S INVOLVEMENT		0	916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		0	918 LOCATION		1,000	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		4,500	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		0
907 PRELIMINARY DESIGN			922 ADMIN SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		0
910 REGION GEOLOGIST		0	924 D.O.T.			955 R/W RELOC. ASSISTANCE		0
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		0	980 PUBLIC HEARING		0
913 RIGHT-OF-WAY LIAISON		0	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		500	932 RAILROAD & UTILITIES		200			

TOTALS	$ 19,400	$ 19,400
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX NA

FEDERAL AID PROJECT NUMBER F-2-2(19)

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for contract construction of an asphalt overlay on the Oregon Coast Highway in Coos Bay.

1 Versteeg
Anderson
Cy Adams
Cy Macnab
2 Edwards E
Terpin
3 Trout
Cy Wakerlig

RECEIVED
MAR 14 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up / /
Action

PREPARED BY Roger Oakes for F.D. Morrison	DATE 1/4/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 2/2/84
RECOMMENDED, REGION ENGINEER X J R Wilson	DATE 1-9-84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 2-27-84	

734-1914 (7-82)

LOC

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01392

SECTION Fir Ave. - Johnson Ave.			REGION 3 (1/4/84)	
STATE HIGHWAY # 9	HIGHWAY NAME Oregon Coast		MILE POST FROM 237.78 TO 238.94	LENGTH 1.16
☒ URBAN ☐ RURAL	CITY Coos Bay	COUNTY Coos	ROAD STREET NAME Broadway & Bayshore	
ROUTE # US 101	FEDERAL AID # FAP 2	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 19.4	GRADING (✓)	X	FILES (#)	0
RIGHT OF WAY		$ 0	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 380		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$ 0		SIGNING (✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 0		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$ 0		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 31				RIGHT OF WAY DESCRIPTIONS (S,C,A)	NA
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	NA
40% ENGINEERING & CONTINGENCIES	$ 155		DESIGN CATEGORY (1-7)	3	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 566	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE	☐ OTHER
TOTAL ESTIMATE		$			☐ CITY FORCE ☐ COUNTY FORCE	

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/85	RECOMMENDED FUNDING SOURCE FAP	RECOMMENDED PROGRAM YEAR 85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	0	0
SIGNALS (#)	5	0
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	25,800 ~~15,400~~	
YEAR OF AVERAGE DAILY TRAFFIC	1982 ~~1980~~	

DEFINE THE PROBLEM

This is a very heavily traveled portion of US 101 that is in very bad condition. Also this section has raised concrete islands (separating north & south bound traffic lanes that are to be removed.

PROPOSED SOLUTION

Construct a 2½" overlay of the entire section with adjustment of utility structures in raodway and removal of concrete islands and construction of new roadway.

REQUESTED, REGION ENGINEER X	DATE 1-9-84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
Fir Ave. - Johnson Ave.

REGION
3 (1/4/84)

PROJECT JUSTIFICATION

This is a very heavily traveled section of the highway that is in poor condition. The roadway needs to be overlayed to eliminate pot holes and cracks in the roadway. Several trenches have been cut in this street over the past years, and any resurfacing will help the traveling public. The removal of the concrete islands will ~~remove~~ improve ? safety.

The removal of the islands would allow room for a continuous left turn refuge if on-street parking is removed. The City of Coos Bay advised us that the adjacent property owners have refused that idea at this time.

ADMINISTRATION RECOMMENDATION

PROJEC PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Fir Ave. - Johnson Ave.

REGION 3 (1/4/84)

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	E	STORM SEWER	E	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	E	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	E	OLD (#) 5	NEW (#) 0
						UTILITIES	E	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	DESIGN SPEED 30 & 20	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	~~LANE 1~~ Parking	MEDIAN	~~LANE 1~~ Parking	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
0	N/A	N/A	0-20		12-14	10-14	0-11	0-4	0-11	12-15	12-18		0-12	N/A	N/A	0
0	--	--	0-20		12-14	12-14	0-11	0-4	0-11	12-15	12-18		0-12	--	--	0

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Overlay		2½"			
In island areas	18" base agg 4" base A.C.	2½" wearing			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	NA			BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date [illegible]

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION Fir Ave. - Johnson Ave.

REGION 3 (1/4/84)

ESTIMATED RIGHT-OF-WAY IMPACTS

No additional R/W needed.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

None

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Improve safety with better surfacing and removal of raised islands.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

None

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None

RECOMMENDED PROJECT CLASSIFICATION

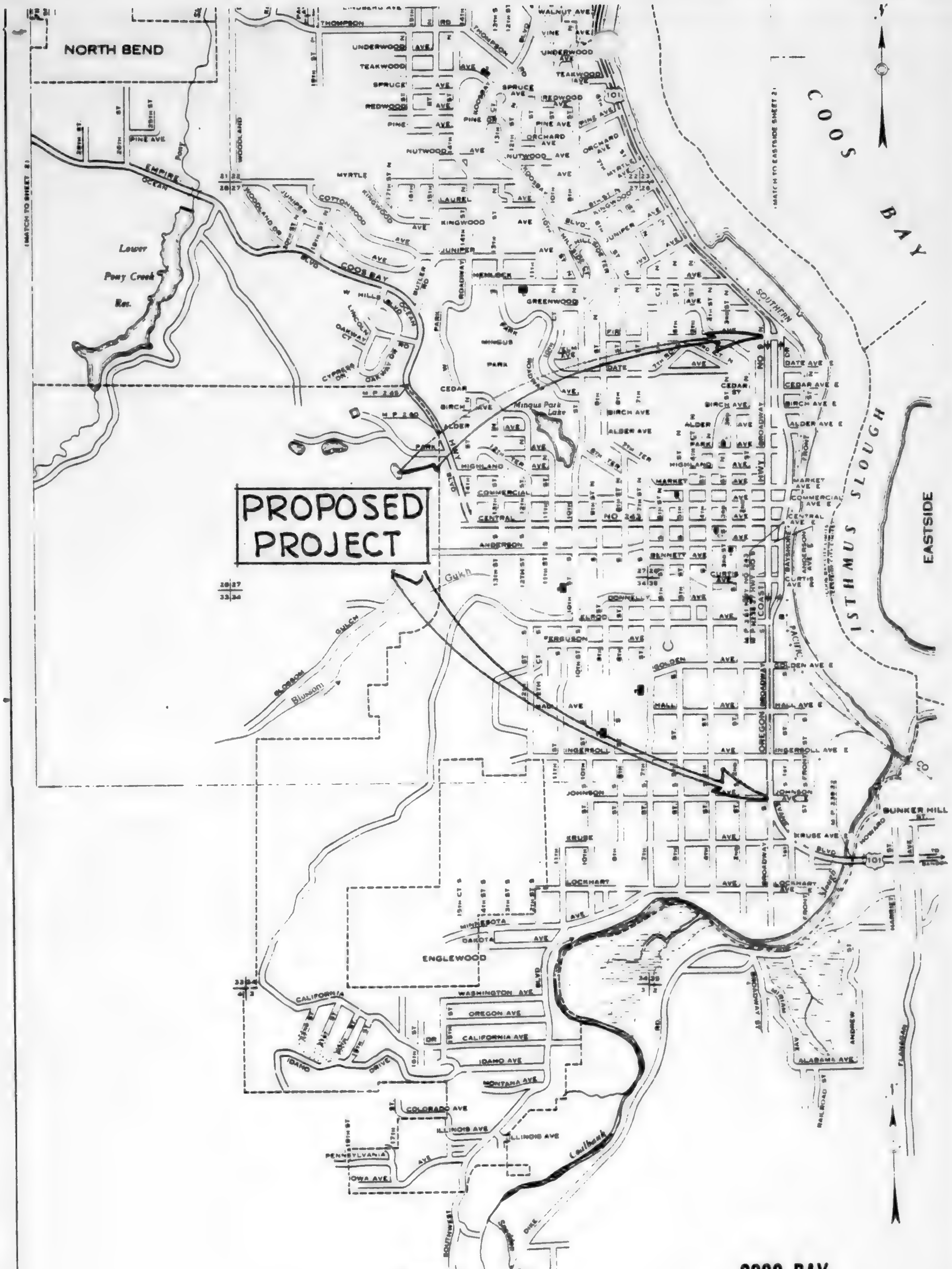
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
x Roger Oakes for F.D. Morrison	396-3707	


PROPOSED PROJECT
NORTH BEND
COOS BAY
ISTHMUS SLOUGH
EASTSIDE
Lower Pony Creek Res.
EMPIRE
OCEAN
COOS BAY BLVD
MINGUS PARK
Mingus Park Lake
BUNKER HILL
ENGLEWOOD
SOUTHERN PACIFIC
OREGON COAST HWY
BROADWAY
101
MATCH TO SHEET 2
MATCH TO EASTSIDE SHEET 2
THOMPSON
UNDERWOOD AVE
TEAKWOOD AVE
SPRUCE AVE
REDWOOD AVE
PINE AVE
NUTWOOD AVE
ORCHARD AVE
MYRTLE
LAUREL
KINGWOOD AVE
JUNIPER AVE
COTTONWOOD
HEMLOCK
GREENWOOD
FIR
DATE AVE
CEDAR
BIRCH AVE
ALDER AVE
PARK
HIGHLAND
MARKET
COMMERCIAL
CENTRAL
ANDERSON
BENNETT AVE
CURTIS
CONNELLY
ELROD
FERGUSON AVE
GOLDEN AVE
HALL AVE
INGERSOLL
JOHNSON
KRUSE
LOCKHART
MINNESOTA
DAKOTA AVE
WASHINGTON AVE
OREGON AVE
CALIFORNIA AVE
IDAHO AVE
MONTANA AVE
COLORADO AVE
ILLINOIS AVE
PENNSYLVANIA
IOWA AVE
ALABAMA AVE
Gulch
Blossom
SOUTHWEST
RAILROAD
FLANAGAN
ANDREW
HOWARD
FRONT
BAYSHORE
M.P. 238.72

COOS BAY

COOS COUNTY, OREGON

1985 Gerke Rd.-Forest Boundary 10,028
Sec, FAS B-373(McKay Rd.) N. of
Prineville. (paving)

C-A 8220 9-10-84

10,028

OREGON STATE HIGHWAY DIVISION

(REVISED)

ITEMIZED STATEMENT OF FINAL COSTS DATE: November 5, 1987

COUNTY: Crook AGREEMENT NO: 8220 PROJECT NO: SR-B373(2&3)

CONTRACT NO: 10,028 SECTION: Gerke Rd.-Forest Boundary

PRELIMINARY ENGINEERING PREFIX C507-1936:

	PARTICIPATING	NON PARTICIPATING
Field Engineering	$ 6,504.93	$
Final Design	2,744.77	
Bridge Design	229.86	
Region Geology	358.62	
Location	108.04	
Program Section	111.11	
Specification	859.75	
Administrative Services	9.12	
Surface Design Engineer	934.19	
Total P.E. Cost	$ 11,860.39	-0-

CONSTRUCTION PREFIX C507-1053:

	PARTICIPATING	NON PARTICIPATING
Payment to Contractor	$ 307,285.30	$
Interest on Final Payment		44.03
Field Engineering	23,397.31	133.76
Final Design	85.91	
Materials Section	2,017.51	
Program Section	38.35	
Specifications	283.44	
Technical Services	4.96	
Region Engineer's Office	291.28	
Training	1.47	
Total Construction Cost	$ 333,405.33	$ 177.79

SUMMARY

Participating P.E. Cost	$ 11,860.39
Participating Const. Cost	333,405.53
Total Participating Cost	$ 345,265.92

FEDERAL FUNDS

P.E. (88.15%)	$ 10,454.93	
Const. (88.15%)	293,896.97	(304,351.90)
Subtotal		$ 40,914.02
Less State Share 1/2 Balance		(20,457.01)
Plus Non Participating County Cost		177.79
Less 1/2 Non Participating Field Engineering Cost (State Share)		(66.80)
Less Advance Deposits:		
P.E. & CONST. AD #85-30 & 85-38		(22,200.00)
REFUND DUE COUNTY		$ 1,632.00

MKS:bkw

10,028 R-MKS008.B W-MKS011.B

OREGON STATE HIGHWAY DIVISION

Revised Nov 4, 1987

ITEMIZED STATEMENT OF FINAL COSTS DATE: February ~~24, 1987~~

COUNTY: Crook AGREEMENT NO: 8220 PROJECT NO: SR-B373(2&3)

CONTRACT NO: 10,028 SECTION: Gerke Rd.-Forest Boundary

PRELIMINARY ENGINEERING PREFIX C507-1936:

	PARTICIPATING	NON PARTICIPATING
Field Engineering	$ 6,504.93	$
Final Design	2,744.77	
Bridge Design	229.86	
Region Geology	358.62	
Location	108.04	
Program Section	111.11	
Specification	859.75	
Administrative Services	9.12	
Surface Design Engineer	934.19	
Total P.E. Cost	$ 11,860.39	$ -0-

CONSTRUCTION PREFIX C507-1053:

	PARTICIPATING	NON PARTICIPATING
Payment to Contractor	$ 307,285.30	$
Interest on Final Payment		44.03
Field Engineering	~~24,130.16~~ 23,397.21	133.76
Final Design	85.91	
Materials Section	2,017.51	
Program Section	38.35	
Specifications	283.44	
Technical Services	4.96	
Region Engineer's Office	291.28	
Training	1.47	
Total Construction	$ ~~334,138.38~~ 333,405.43	$ 177.79

SUMMARY

Participating P.E. Cost	$ 11,860.39	
Participating Const. Cost	~~334,138.38~~	333,405.33
Total Participating Cost	$ ~~345,998.77~~	345,265.72

FEDERAL FUNDS

P.E. (88.15%)	$ 10,454.93		304,351.90
Const. (88.15%)	~~294,542.98~~	293,896.97	(~~304,997.91~~)
Subtotal			$ ~~41,000.86~~ 40,914.02

Less State Share 1/2 Balance	$ (~~20,500.43~~) 20,457.01
Plus Non Participating County Cost	177.79
Less 1/2 Non Participating Field Engineering Cost State Share	(66.80)
Less Advance Deposits:	
P.E. & Const. AD #85-30 & 85-38	(22,200.00)
Refund Due County	1,632.00 $ ~~1,588.58~~

~~MKS:~~[illegible]

MKS

ORIGINAL

10,028

U.S. DEPARTMENT OF TRANSPORTATIC
FEDERAL HIGHWAY ADMINISTRATION

10-8-87

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

STATE Oregon	**FEDERAL AID PROJECT NO.** SR-B373(3) Post Final
PROGRAM APPROVED	**VOUCHER PERIOD** From: 04/03/85 To: 09/24/86

5071053
C10028

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
079	$333,583.32	$333,405.53	.8815	$293,896.97	$293,896.97	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 10/08/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	GERKE ROAD - FOREST BOUNDARY SECTION **MCKAY COUNTY ROAD** **CROOK COUNTY**					
	Construction **Type Code 1000** **Overlay (M.P. 4.5 to M.P. 9.0)**					
	Final Contract Payment Summary	Lump Sum			$ 307,285.30	
	Construction Engineering					
	State	All Required			26,120.23	
	Total Participating Project Cost				$ 333,405.53	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 44.03	
	Construction Engineering	All Required			133.76	
	Total Non Participating Project Cost				$ 177.79	
	TOTAL PROJECT COST				$ 333,583.32	
	Prepared based on Participating Costs as shown on the Federal Billing as of October 8, 1987.					
	AMOUNT CARRIED FORWARD					

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

Payable to: Fabricators
2705 Lancaster Dr NE
Salem OR 97305

Project No.:
Hwy. Agr. No.:
Contract No.: 10028
Project:
Estimate No.: 4 Final
Period Covered:
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	1500.00		
	Interest from 11/6/85-2/22/86 on 819.12. 109 days@.4039 /day =	44.03		
	Retainage admin	(50.00)		
	Interest earned in bank	124.63		
	Totals			
	Retained ___ %			
	Total Payments	1618.66		

Approved by: JR Griffin

Prepared by: J Henry

CPS = 680.88 CR

Common Data Elements

Doc. No. RW C10028

05 08 86
Month Day Year

Agency 02 Vendor # 0000960300 Suf 00 Ref. Doc./Suf. ________ Check No. ________

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RP:
01	259	C10028	000	8027					1500.00	C10028		
02	223	↓	001	↓	349				44.03			
03	424		001		306				50.00			
04	339		000						124.63			
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
FMCP010-1 CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE 05/08/8
PAGE:

Batch# C139 5-8-86

CONTRACT NUMBER: C10028 ESTIMATE NUMBER: 004 FABRICATORS, INCORPORATED

NUMBER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT
AMOUNT TO DATE:		307,200.00	0.00	1,500.00	85.30
PRIOR AMOUNT:		307,880.88	0.00	1,500.00	85.30
PRESENT AMOUNT:		680.88-	0.00	0.00	0.00

EA-NUMBER	SUB-NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT
C10028	011	680.88-	0.00	0.00	0.00
	TOTAL:	680.88-	0.00	0.00	0.00

Jerry Shackery

SR-

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
NTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

05/08/86
PAGE: 1

Batch# C139 5-8-86

C10028 ESTIMATE NUMBER: 004 FABRICATORS, INCORPORATED

CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
307,200.00	0.00	1,500.00	85.30	305,785.30
307,880.88	0.00	1,500.00	85.30	306,466.18
680.88-	0.00	0.00	0.00	680.88-

CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
680.88-	0.00	0.00	0.00	680.88-
680.88-	0.00	0.00	0.00	680.88-

erry Thackery

SR.B 373(3)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-76)

COUNTY	CROOK
CONTRACT NO.	C10028
ESTIMATE NO.	4
PREFIX NO'S.	
HIGHWAY	FAS B-373 (MCKAY ROAD)
FEDERAL AID PROJECT NO.	SR-B0373003
SECTION	GERKE ROAD-FOREST BOUNDARY

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AM
001	11 MOBILIZATION		LUMP SUM	29000.0000	100.000	29000.00	290
002	11 TEMPORARY PROTECTION AND DIRECT TRAFFIC		LUMP SUM	19300.0000	100.000	19300.00	193
003	11 TEMPORARY SIGNS		SQ FT	9.0000	624.000	5616.00	65
005	11 FLAGGERS		HOUR	.1000	330.000	33.00	
006	11 PILOT CAR		HOUR	.1000	67.000	6.70	
007	11 SCARIFY EXISTING	SURFACING	SQ YD	1.5000	3,055.550	4583.33	45
008	11 AGGREGATE BASE		TON	9.0000	3,645.100	32805.90	328
009	11 EMULSIFIED ASPHALT	CONCR MIXTURE	TON	12.0000	7,261.060	87132.72	869
010	11 EMULSIFIED ASPHALT	IN MIXTURE	TON	170.0000	455.050	77358.50	772
011	11 CHOKE AGGREGATE		TON	19.0000	511.420	9716.98	97
012	11 AGGREGATES IN EMULSIFIED	ASPH CHIP SEAL	TON	19.0000	637.930	12120.67	121
013	11 ASPHALT IN EMULSIFIED	ASPH CHIP SEAL	TON	220.0000	77.210	16986.20	169
014	11 ASPHALT IN TACK COAT		TON	190.0000	12.600	2394.00	23
015	11 GUARD RAIL TYPE 2A		LIN FT	17.0000	238.000	4046.00	40
016	11 GUARD RAIL TYPE 3		LIN FT	20.0000	150.000	3000.00	30
017	11 GUARD RAIL ANCHORS TYPE 1		EACH	350.0000	6.000	2100.00	21
018	11 RAIL END PIECES TYPE C		EACH	100.0000	6.000	600.00	6
	PRICE AGREEMENT ITEMS						
3002A	11 EXTRA FOR AC APPR		EACH	200.0000	2.000	400.00	4
	FORCE ACCOUNT ITEMS						
801	11 MOD STEEL GR POST					85.30	

Type Code "P" Constructn Cost Total Cost

I0000 $307,285.30 $307,285.30

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 05 08 86 PG. 01 C10028	TOTAL CONTRACT ITEMS	307200.00	30788
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT	85.30	8
NGINEER OR AUDITOR Jerry Thackery	TOTAL PAYMENTS	$307,285.30	

AYMENT VOUCHER

TE HIGHWAY DIVISION

COUNTY: CROOK

CONTRACT NO.: C10028

ESTIMATE NO.: 4

PREFIX NO'S.:

HIGHWAY: FAS B-373 (MCKAY ROAD)

FEDERAL AID PROJECT NO.: SR-B0373003

SECTION: GERKE ROAD-FOREST BOUNDARY

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
IZATION	LUMP SUM	29000.0000	100.000	29000.00	29000.00	
RARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	19300.0000	100.000	19300.00	19300.00	
RARY SIGNS	SQ FT	9.0000	624.000	5616.00	6561.00	945.00-
ERS	HOUR	.1000	330.000	33.00	33.00	
CAR	HOUR	.1000	67.000	6.70	6.70	
TY EXISTING SURFACING	SQ YD	1.5000	3,055.550	4583.33	4583.33	
GATE BASE	TON	9.0000	3,645.100	32805.90	32805.90	
IFIED ASPHALT CONCR MIXTURE	TON	12.0000	7,261.060	87132.72	86988.72	144.00
IFIED ASPHALT IN MIXTURE	TON	170.0000	455.050	77358.50	77244.60	113.90
AGGREGATE	TON	19.0000	511.420	9716.98	9719.26	2.28-
GATES IN EMULSIFIED ASPH CHIP SEAL	TON	19.0000	637.930	12120.67	12120.67	
LT IN EMULSIFIED ASPH CHIP SEAL	TON	220.0000	77.210	16986.20	16986.20	
LT IN TACK COAT	TON	190.0000	12.600	2394.00	2394.00	
RAIL TYPE 2A	LIN FT	17.0000	238.000	4046.00	4037.50	8.50
RAIL TYPE 3	LIN FT	20.0000	150.000	3000.00	3000.00	
RAIL ANCHORS TYPE 1	EACH	350.0000	6.000	2100.00	2100.00	
END PIECES TYPE C	EACH	100.0000	6.000	600.00	600.00	
CE AGREEMENT ITEMS						
FOR AC APPR	EACH	200.0000	2.000	400.00	400.00	
CE ACCOUNT ITEMS						
EEL OR POST				85.30	85.30	

pe Code	"P" Construction Cost	Total Cost
I0000	$ 307,285.30	$ 307,285.30

GROSS RETAINAGE

TREASURER DEPOSIT

* NET RETAINAGE

PG. 01 C10028

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	307200.00	307880.88	680.88-
% RETAINED ON CONTRACT ITEMS			
FORCE ACCOUNT	85.30	85.30	
TOTAL PAYMENTS	$307,285.30		

```
                                                                           FISCAL          GRAND TOTAL     ACTIVE YRS
      DESCRIPTION               PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE      TO DATE         BEG   END

                                           TOT       P1       2,048.09CR     70,409.11        185,135.86
                                           TOT       N1       2,041.94        2,836.30          2,836.30
                                        ** JOB TOTALS **          6.15CR**   73,245.41  **    187,972.16  **

                                                                                                          STATE
 COOS RV HWY MP 4.7             CONT NO        FA PROJ NOS HES A431001 100
                                      506    1091     296      00 N 9                   1,329.66CR       1,329.66CR    84    85
                                      506    1091     298      00 N 9                   1,329.66         1,329.66      84    85
                                      506    1091     900      00 P 1         4.14CR    1,283.81         1,283.81      84    85
                                      506    1091     915      00 P 1          .59CR      130.69           130.69      85    85
                                      506    1091     920      00 P 1          .18CR       39.49            39.49      84    85
                                      506    1091     948      00 P 1          .08CR       18.42            18.42      85    85
                                               TOT       P1                   4.99CR    1,472.41         1,472.41
                                            ** JOB TOTALS **                  4.99CR**  1,472.41  **     1,472.41  **

                                                                                                          STATE
 STEEL CREEK BRIDGE             CONT NO        FA PROJ NOS BRS A396002 100
                                      506    1095     900      00 P 1     2,669.37      2,669.37         2,669.37      85    85
                                      506    1095     920      00 P 1        36.67         36.67            36.67      85    85
                                      506    1095     944      00 P 1         7.00          7.00             7.00      85    85
                                               TOT       P1              2,713.04      2,713.04         2,713.04
                                            ** JOB TOTALS **              2,713.04  **  2,713.04  **     2,713.04  **

                                                                                                          STATE
 GERKE RD-FOREST BOUNDARY       CONT NO 0028   FA PROJ NOS SR  B373003 100
                                      507    1053     296      00 N 9       133.42CR      133.42CR         133.42CR    85    85
                                      507    1053     298      00 N 9       133.42        133.42           133.42      85    85
                                      507    1053     900      00 P 1     4,526.40      4,526.40         4,526.40      85    85
                                      507    1053     920      00 P 1          .17CR       38.35            38.35      85    85
                                      507    1053     921      00 P 1       283.44        283.44           283.44      85    85
                                      507    1053     944      00 P 1         4.96          4.96             4.96      85    85
                                      507    1053     946      00 P 1       291.28        291.28           291.28      85    35
                                      507    1053     950      00 P 1         1.47          1.47             1.47      85    85
                                               TOT       P1              5,107.38      5,145.90         5,145.90
                                            ** JOB TOTALS **              5,107.38  **  5,145.90  **     5,145.90  **

                                                                                                          STATE
 S BANK CHETCO R RD U'XING      CONT NO 9285 * FA PROJ NOS RS  A301003 100
                                      508    1063     201      00 P 1                                  282,516.42      81    82
                                      508    1063     206      00 N 1                                      232.45      82    82
                                      508    1063     240      02 P 1                                    2,739.10      32    83
                                      508    1063     270      01 P 1                                    2,016.08      81    82
                                      508    1063     296      00 N 9                                  310,468.77CR    81    83
                                      508    1063     297      00 N 9                                   19,753.51      81    83
                                      508    1063     298      00 N 9                                  290,715.26      81    83
                                      508    1063     900      00 P 1                                   39,756.50      81    83
                                      508    1063     900      00 N 1                                       73.47      81    81
                                      508    1063     915      02 P 1                                      256.47      82    83
                                      508    1063     920      00 P 1                                       85.63      81    31
```

```
REPORT FMRP224-1                                                                                     PAGE 12,482

                                        OREGON DEPARTMENT OF TRANSPORTATION
                                           JOB COST SUMMARY BY EA/SUBJOB
                                                  AS OF 08/31/87

02  HIGHWAY DIVISION

C10028  -000     GERKE RD-FOREST BOUNDARY           EA TYPE   :   09  RESURFACING OF EXISTING ROADWAY OR
  EA STATUS:  04  PROJECT IN CONSTRUCTION PHASE      RESP UNIT:  8027  PROJECT MANAGER-8027-REGION         TOTAL:   GRAND

                                                                                     TOTAL-          PCT. OF
                                                      BUDGET       CURRENT MONTH     TO-DATE         BUDGET      ENCUMBRANCE
 EXPENDITURES

   EXPENDITURES BY ACTIVITY
     ACT:  010   SUPERVISION AND ADMINISTRATION                                          422.32
     ACT:  900   PROJECT ENGINEERING - FIELD OFFICES                 58.60            17,798.81
     ACT:  901   PROJECT ENGR.-CONSULTANT APPL.                                          127.50
     ACT:  906   REDESIGN PROJECTS                                                        85.91
     ACT:  940   MATERIALS TESTING                                  230.00             2,015.51
   TOTAL EXPENDITURES BY ACTIVITY                                   288.60            20,450.05

   NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
     UNIT          TITLE        OBJ       DESC
     0100 STATE HIGHWAY ENGI  192  ODOT-DP SERVICES-               225.55               225.55
     0100 STATE HIGHWAY ENGI  194  ODOT-DP SERVICES-                12.20                14.48
     0100 STATE HIGHWAY ENGI  199  DATA PROCESSING E                 3.44
     0521 BILLINGS, REVENUE   556  HIGHWAY DIVISION                                      9.22
     0530 DATA PROCESSING     199  DATA PROCESSING E                                     6.52
     0530 DATA PROCESSING     553  HIGHWAY DIV. - DA                                    57.66
     8011 PROJECT MANAGER-80  001  REGULAR WORK TIME                                   184.35
     8214 PORTLAND CONCRETE   550  RENT OF EQUIPMENT                                    23.20
   TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL                     241.19               520.98

 TOTAL EXPENDITURES                                                 529.79            20,971.03

 REVENUES

   PRIOR TO JULY 1, 1985
     REVENUES                                                                              .02

   843000  FEDERAL REVENUES AS OTHER FUNDS
     40  FEDERAL AID - SECONDARY                                       .27            11,058.16

   844010  OTHER CHARGES FOR SERVICES
     10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                        10,383.21

 TOTAL REVENUES                                                        .27            21,441.39
```

```
REPORT FMRP224-1                                                                                PAGE 12,483
                                        OREGON DEPARTMENT OF TRANSPORTATION
                                           JOB COST SUMMARY BY EA/SUBJOB
                                                  AS OF 08/31/87

02  HIGHWAY DIVISION

C10028  -001     GERKE RD FOREST BOUNDARY             EA TYPE  :    09  RESURFACING OF EXISTING ROADWAY OR
  EA STATUS:  04  PROJECT IN CONSTRUCTION PHASE       RESP UNIT:  8027  PROJECT MANAGER-8027-REGION          TOTAL:   GRAND

                                                                                   TOTAL-       PCT OF
                                                     BUDGET      CURRENT MONTH    TO-DATE       BUDGET    ENCUMBRANCE

 EXPENDITURES

   EXPENDITURES BY ACTIVITY
     ACT: 439  R/W FILE PROCESSING, CLERICAL & REL                                    50.00
     ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                                   127.08
   TOTAL EXPENDITURES BY ACTIVITY                                                    177.08

   NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
     UNIT       TITLE         OBJ       DESC
     8027 PROJECT MANAGER-80 306 RETAINAGE ADMINIS                                    50.00-
     8027 PROJECT MANAGER-80 349 INTEREST ON VENDO                                    44.03
   TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL                                        5.97-

 TOTAL EXPENDITURES                                                                  171.11

 REVENUES

   844010  OTHER CHARGES FOR SERVICES
     10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                          96.24

 TOTAL REVENUES                                                                       96.24
```

```
REPORT FMRP224-1                                                                                        PAGE 12,484

                                          OREGON DEPARTMENT OF TRANSPORTATION
                                             JOB COST SUMMARY BY EA/SUBJOB
                                                   AS OF 08/31/87

02  HIGHWAY DIVISION

C10028  -010     GERKE RD-FOREST BOUNDARY               EA TYPE   :    09  RESURFACING OF EXISTING ROADWAY OR
  EA STATUS:  04  PROJECT IN CONSTRUCTION PHASE          RESP UNIT:  8027  PROJECT MANAGER-8027-REGION            TOTAL:   GRAND


                                                                                      TOTAL-         PCT OF
                                                      BUDGET        CURRENT MONTH     TO-DATE        BUDGET      ENCUMBRANCE
 EXPENDITURES

   CONTRACT AND UTILITY RELOC PYMTS
     OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                                                    100.00

   EXPENDITURES BY ACTIVITY
     ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                                        6.68

 TOTAL EXPENDITURES                                                                       6.68                        100.00

 REVENUES

   8N4010  OTHER CHARGES FOR SERVICES
     10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                              3.76

 TOTAL REVENUES                                                                           3.76
```

```
REPORT FMRP224-1                                                                                        PAGE 12,485

                                          OREGON DEPARTMENT OF TRANSPORTATION
                                             JOB COST SUMMARY BY EA/SUBJOB
                                                    AS OF 08/31/87

02  HIGHWAY DIVISION

C10028  -011    GERKE RD-FOREST BOUNDARY              EA TYPE   :    09  RESURFACING OF EXISTING ROADWAY OR
  EA STATUS:  04  PROJECT IN CONSTRUCTION PHASE       RESP UNIT:  8027  PROJECT MANAGER-8027-REGION          TOTAL:  GRAND

                                                                                TOTAL-          PCT OF
                                                   BUDGET      CURRENT MONTH    TO-DATE         BUDGET     ENCUMBRANCE
 EXPENDITURES

   PRIOR TO JULY 1, 1985
     EXPENDITURES                                                                 5,145.90

   STATE FORCE ORDER WORK
     SF01       STATE FORCE ORDER NO. 1

   CONTRACT AND UTILITY RELOC PYMTS
     OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                               307,285.30                   285,806.76

   EXPENDITURES BY ACTIVITY
     ACT: 940  MATERIALS TESTING                                                      2.00

   NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
     UNIT        TITLE           OBJ          DESC
     0100 STATE HIGHWAY ENGI 199 DATA PROCESSING E                                    1.30

 TOTAL EXPENDITURES                                                              312,434.50                   285,806.76

 REVENUES

   PRIOR TO JULY 1, 1985
     REVENUES                                                                     4,536.11

   843000  FEDERAL REVENUES AS OTHER FUNDS
     40  FEDERAL AID - SECONDARY                                  319.93-        278,302.68

   844010  OTHER CHARGES FOR SERVICES
     10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                      9,425.47

 TOTAL REVENUES                                                   319.93-        292,264.26
```

```
REPORT FMRP224-1                                                                                  PAGE 12,486

                                        OREGON DEPARTMENT OF TRANSPORTATION
                                          JOB COST SUMMARY BY EA/SUBJOB
                                                AS OF 08/31/87

02  HIGHWAY DIVISION

C10028  -"""     GERKE RD-FOREST BOUNDARY             EA TYPE   :    09  RESURFACING OF EXISTING ROADWAY OR
  EA STATUS:  04   PROJECT IN CONSTRUCTION PHASE        RESP UNIT:  8027  PROJECT MANAGER-8027-REGION          TOTAL:  GRAND


                                                                                       TOTAL-         PCT OF
                                                   BUDGET       CURRENT MONTH          TO-DATE        BUDGET     ENCUMBRANCE
 EXPENDITURES

   PRIOR TO JULY 1, 1985
     EXPENDITURES                                                                      5,145.90

   STATE FORCE ORDER WORK
     SF01      STATE FORCE ORDER NO.1

   CONTRACT AND UTILITY RELOC PYMTS
     OBJ: 300  FORMAL CONTRACTS - CONSTRUCTION, RI                                   307,285.30                  285,906.76

   EXPENDITURES BY ACTIVITY
     ACT: 010  SUPERVISION AND ADMINISTRATION                                            422.32
     ACT: 439  R/W FILE PROCESSING, CLERICAL & REL                                        50.00
     ACT: 900  PROJECT ENGINEERING - FIELD OFFICES                   58.60            17,932.57
     ACT: 901  PROJECT ENGR.-CONSULTANT APPL.                                            127.50
     ACT: 906  REDESIGN PROJECTS                                                          85.91
     ACT: 940  MATERIALS TESTING                                    230.00             2,017.51
   TOTAL EXPENDITURES BY ACTIVITY                                   288.60            20,635.81

   NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL
     UNIT        TITLE        OBJ         DESC
     0100 STATE HIGHWAY ENGI  192 ODOT-DP SERVICES-                 225.55               225.55
     0100 STATE HIGHWAY ENGI  194 ODOT-DP SERVICES-                  12.20                14.48
     0100 STATE HIGHWAY ENGI  199 DATA PROCESSING E                   3.44                 1.30
     0521 BILLINGS, REVENUE   555 HIGHWAY DIVISION                                         9.22
     0530 DATA PROCESSING     199 DATA PROCESSING E                                        6.52
     0530 DATA PROCESSING     553 HIGHWAY DIV. - DA                                       57.66
     8011 PROJECT MANAGER-80  001 REGULAR WORK TIME                                      184.35
     8027 PROJECT MANAGER-80  306 RETAINAGE ADMINIS                                       50.00-
     8027 PROJECT MANAGER-80  349 INTEREST ON VENDO                                       44.03
     8214 PORTLAND CONCRETE   550 RENT OF EQUIPMENT                                       23.20
   TOTAL NO ACTIVITY CODE BY CHG UNIT & OBJ-DTL                     241.19               516.31

 TOTAL EXPENDITURES                                                 529.79           333,583.32                  285,906.76

 REVENUES

   PRIOR TO JULY 1, 1985
```

```
REPORT FMRP224-1                                                                                    PAGE 12,487

                                         OREGON DEPARTMENT OF TRANSPORTATION
                                            JOB COST SUMMARY BY EA/SUBJOB
                                                  AS OF 08/31/87

02  HIGHWAY DIVISION

C10028  -****     GERKE RD-FOREST BOUNDARY               EA TYPE   :    09  RESURFACING OF EXISTING ROADWAY OR
  EA STATUS:  04  PROJECT IN CONSTRUCTION PHASE          RESP UNIT:  8027  PROJECT MANAGER-8027-REGION          TOTAL:   GRAND

                                                                                         TOTAL-         PCT OF
                                                      BUDGET         CURRENT MONTH       TO-DATE        BUDGET      ENCUMBRANCE

      REVENUES                                                                          4,536.13

    843000  FEDERAL REVENUES AS OTHER FUNDS
      40  FEDERAL AID - SECONDARY                                       319.66-       289,360.84

    844010  OTHER CHARGES FOR SERVICES
      10  COUNTY COOP/FEDERAL CO. SEC. PROJ'S                                           19,902.68

  TOTAL REVENUES                                                        319.66-       313,805.65
```

```
PAGE     1

                                     JOB COST SUMMARY RUN ON  11-02-87
                                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                         PAYROLL CHARGES ARE LOADED
                                      CHARGES ARE CURRENT TO 10/30/87

                                                 CREW    MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----         -------       ----------
C10028    000             001        8011                                  184.35
OBJ-DETAIL 001                                                              184.35

C10028    000             192        0100                                  225.55
OBJ-DETAIL 192                                                              225.55

C10028    000             194        0100                                   14.48
OBJ-DETAIL 194                                                               14.48

C10028    000             199        0100
C10028    000             199        0530                                    6.12
OBJ-DETAIL 199                                                                6.12

C10028    000             550        8214                                   23.10
OBJ-DETAIL 550                                                               23.10

C10028    000             553        0530                                   57.16
OBJ-DETAIL 553                                                               57.16

C10028    000             555        0521                                    9.12
OBJ-DETAIL 555                                                                9.12

ACTIVITY                                                                    520.18 SUBT

C10028    000    010      001        0813                                  279.11
C10028    000    010      001        0821                                  143.11
OBJ-DETAIL 001                                                              422.12

ACTIVITY   010                                                              422.12 SUBT

C10028    000    900      001        1070                                  255.17
C10028    000    900      001        4000                                  623.18
C10028    000    900      001        4061                                  276.12
C10028    000    900      001        8002                                  100.16
C10028    000    900      001        8021                                3,543.11
C10028    000    900      001        8027                                5,684.16
OBJ-DETAIL 001                                                           10,483.10

C10028    000    900      008        8021                                  613.19
OBJ-DETAIL 008                                                              613.19

C10028    000    900      030        4061                                   25.14
C10028    000    900      030        8021                                1,221.13
C10028    000    900      030        8027                                2,984.15

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
11-02-87
 CREW-NUMBER
OADED
0/30/87

          CURRENT        BALANCE TO
           MONTH            DATE
          -------        ----------
                             184.35
                             184.35

                             225.55
                             225.55

                              14.48
                              14.48


                               6.52
                               6.52

                              23.20
                              23.20

                              57.66
                              57.66

                               9.22
                               9.22

                             520.98 SUBTOTAL

                             279.21
                             143.11
                             422.32

                             422.32 SUBTOTAL

                             255.57
                             623.08
                             276.52
                             100.56
                           3,543.21
                           5,684.66
                          10,483.60

                             613.79
                             613.79

                              25.34
                           1,221.03
                           2,984.85
```

```
                                    JOB COST SUMMARY RUN ON  11-02-87
                               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                        PAYROLL CHARGES ARE LOADED
                                    CHARGES ARE CURRENT TO 10/30/87

                                                  CREW   MSA            CURRENT           BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD             MONTH              DATE
--          ------ -------- ---------- ------ -----            -------           ----------
OBJ-DETAIL 030                                                                       4,231.22

C10028    000       900        100          8011                                        24.56
OBJ-DETAIL 100                                                                          24.56

C10028    000       900        102          8011                                        24.00
OBJ-DETAIL 102                                                                          24.00

C10028    000       900        106          8021                                       891.00
OBJ-DETAIL 106                                                                         891.00

C10028    000       900        130          8021                                        37.72
OBJ-DETAIL 130                                                                          37.72

C10028    000       900        134          4000                                         7.17
OBJ-DETAIL 134                                                                           7.17

C10028    000       900        136          7740                                        15.00
OBJ-DETAIL 136                                                                          15.00

C10028    000       900        240          8027                                       272.35
OBJ-DETAIL 240                                                                         272.35

C10028    000       900        244          8027                                        91.50
OBJ-DETAIL 244                                                                          91.50

C10028    000       900        246          8027                                       305.00
OBJ-DETAIL 246                                                                         305.00

C10028    000       900        247          8027
OBJ-DETAIL 247

C10028    000       900        248          8027
OBJ-DETAIL 248

C10028    000       900        548          8021                                        20.40
C10028    000       900        548          8027                                        64.80
OBJ-DETAIL 548                                                                          85.20

C10028    000       900        550          4061                                        84.00
C10028    000       900        550          8011                                        27.20
C10028    000       900        550          8021                                       155.80
C10028    000       900        550          8027                                       431.70
C10028    000       900        550          8028                                        18.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
 11-02-87
L CREW-NUMBER
LOADED
10/30/87

       CURRENT      BALANCE TO
        MONTH          DATE
       -------      ----------
                      4,231.22

                         24.56
                         24.56

                         24.00
                         24.00

                        891.00
                        891.00

                         37.72
                         37.72

                          7.17
                          7.17

                         15.00
                         15.00

                        272.35
                        272.35

                         91.50
                         91.50

                        305.00
                        305.00





                         20.40
                         64.80
                         85.20

                         84.00
                         27.20
                        155.80
                        431.70
                         18.00
```

```
                                   JOB COST SUMMARY RUN ON  11-02-87
                              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                      PAYROLL CHARGES ARE LOADED
                                   CHARGES ARE CURRENT TO 10/30/87

                                                   CREW   MBA         CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--          ------ -------- ---------- ------ -----        -------        ----------
OBJ-DETAIL 550                                                                716.70

ACTIVITY   900                                                             17,798.81 SUBT

C10028    000      901       001        0521                                    8.74
C10028    000      901       001        7365                                   14.55
C10028    000      901       001        7430                                   99.17
OBJ-DETAIL 001                                                                122.16

C10028    000      901       504        7363                                    4.14
OBJ-DETAIL 504                                                                  4.14

ACTIVITY   901                                                                127.10 SUBT

C10028    000      906       001        7350                                   85.11
OBJ-DETAIL 001                                                                 85.11

ACTIVITY   906                                                                 85.11 SUBT

C10028    000      940       001        8221                                   14.35
C10028    000      940       001        8240                                   42.06
OBJ-DETAIL 001                                                                 57.31

C10028    000      940       551        0825                                1,062.00
C10028    000      940       551        8027                                  688.00
C10028    000      940       551        8215                                  208.00
OBJ-DETAIL 551                                                              1,958.00

ACTIVITY   940                                                              2,015.31 SUBT

SUB-JOB    000 SUBTOTAL                                                    20,971.13

C10028    001                306        8027                                  -50.00
OBJ-DETAIL 306                                                                -50.00

C10028    001                349        8027                                   44.13
OBJ-DETAIL 349                                                                 44.13

ACTIVITY                                                                        -5.87 SUBT

C10028    001      439       306        8027                                   50.00
OBJ-DETAIL 306                                                                 50.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
11-02-87
 CREW-NUMBER
OADED
0/30/87

        CURRENT        BALANCE TO
         MONTH            DATE
        -------        ----------
                           716.70

                     17,798.81 SUBTOTAL

                             8.74
                            14.55
                            99.47
                           122.76

                             4.74
                             4.74

                           127.50 SUBTOTAL

                            85.91
                            85.91

                            85.91 SUBTOTAL

                            14.55
                            42.96
                            57.51

                         1,062.00
                           688.00
                           208.00
                         1,958.00

                         2,015.51 SUBTOTAL

                        20,971.03

                           -50.00
                           -50.00

                            44.03
                            44.03

                            -5.97 SUBTOTAL

                            50.00
                            50.00
                           JOB COST SUMMARY RUN ON  11-02-87
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 10/30/87

                                                 CREW    MSA          CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--          ------ -------- ---------- ------ -----         -------        ----------
ACTIVITY   439                                                                   50.00 SUB

C10028   001     900        632         8021                                   127.08
OBJ-DETAIL 632                                                                 127.08

ACTIVITY   900                                                                 127.08 SUB

SUB-JOB    001 SUBTOTAL                                                        171.11

C10028   010     900        131         8027                                     6.68
OBJ-DETAIL 131                                                                   6.68

ACTIVITY   900                                                                   6.68 SUB

SUB-JOB    010 SUBTOTAL                                                          6.68

C10028   011                            8027                                 5,145.90 ***
OBJ-DETAIL                                                                   5,145.90

C10028   011                199         0100                                     1.30
OBJ-DETAIL 199                                                                   1.30

C10028   011                300         0100                               307,285.30
OBJ-DETAIL 300                                                             307,285.30

C10028   011                336         8002    SF01
OBJ-DETAIL 336

ACTIVITY                                                                   312,432.50 SUB

C10028   011     940        551         0825                                     2.00
OBJ-DETAIL 551                                                                   2.00

ACTIVITY   940                                                                   2.00 SUB

SUB-JOB    011 SUBTOTAL                                                    312,434.50

EA         C10028 TOTAL                                                    333,583.32


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
 11-02-87
 CREW-NUMBER
OADED
0/30/87

       CURRENT          BALANCE TO
        MONTH              DATE
       -------          ----------
                             50.00 SUBTOTAL

                            127.08
                            127.08

                            127.08 SUBTOTAL

                            171.11

                              6.68
                              6.68

                              6.68 SUBTOTAL

                              6.68

                          5,145.90 ***
                          5,145.90

                              1.30
                              1.30

                        307,285.30
                        307,285.30



                        312,432.50 SUBTOTAL

                              2.00
                              2.00

                              2.00 SUBTOTAL

                        312,434.50

                        333,583.32
```

10,028

4-8-87

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. SR-B373(3) Post Final

PROGRAM APPROVED

VOUCHER PERIOD From: 4/03/85 To: 9/24/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
334,316.17	334,138.38	.8815	294,542.98	294,542.98	-0-

079

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 4/08/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	GERKE ROAD - FOREST BOUNDARY SECTION McKAY COUNTY ROAD CROOK COUNTY					
	Construction Type Code 1000 Overlay (M.P. 4.5 to M.P. 9.0)					
	Final Contract Payment Summary	Lump Sum			$307,285.30	
	Construction Engineering					
	State	All Required			$ 26,853.08	
	TOTAL PARTICIPATING PROJECT COST				**$334,138.38**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 44.03	
	Construction Engineering	All Required			133.76	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 177.79**	
	TOTAL PROJECT COST				**$334,316.17**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 2/26/87.					
	AMOUNT CARRIED FORWARD					

ACME BUSINESS FORMS

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT**

ayable to: Fabricators
2705 Lancaster Dr NE
Salem OR 97305

Project No.:
Hwy. Agr. No.:
Contract No.: 10028
roject:
Estimate No.: 4 Final
eriod Covered:
Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	1500.00		
	Interest from 11/6/85-2/22/86 on 819.12: 109 days @ .4039 /day =	44.03		
	Retainage admin	(50.00)		
	Interest earned in bank	124.63		
	Totals			
	Retained ___%			
	Total Payments	1618.66		

Approved by:

Prepared by: J Henry

CPS = 680.88 CR

Common Data Elements

Doc. No. ~~RW~~ C10028

05 08 86
Month Day Year

Agency 02 Vendor # 0000960300 Suf. 00 Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	259	C10028	000	8027					1500.00	C10028		
02	223	↓	001	↓	349				44.03			
03	424		001		306				50.00			
04	339		000						124.63			
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

FMCP010-1 CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

Batch# C139 5-8-86

CONTRACT NUMBER: C10028 ESTIMATE NUMBER: 004 FABRICATORS, INCORPORATED

NUMBER	NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT
AMOUNT TO DATE:		307,200.00	0.00	1,500.00	85.30
PRIOR AMOUNT:		307,880.88	0.00	1,500.00	85.30
PRESENT AMOUNT:		680.88-	0.00	0.00	0.00

EA-NUMBER	SUB-NUMBER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT
C10028	011	680.88-	0.00	0.00	0.00
	TOTAL:	680.88-	0.00	0.00	0.00

Jerry Shackery

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

05/08/86

PAGE: 1

Batch# C139 5-8-86

ER: C10028 ESTIMATE NUMBER: 004 FABRICATORS, INCORPORATED

BER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
:	307,200.00	0.00	1,500.00	85.30	305,785.30
	307,880.88	0.00	1,500.00	85.30	306,466.18
:	680.88-	0.00	0.00	0.00	680.88-

BER	CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
I	680.88-	0.00	0.00	0.00	680.88-
	680.88-	0.00	0.00	0.00	680.88-

Jerry Shackery

SR.B 373(3)

CONTRACT PAYMENT VOUCHER

OREGON STATE HIGHWAY DIVISION

FORM 734-1020 (REV. 7-78)

COUNTY CROOK		CONTRACT NO. C10028	ESTIMATE NO. 4	PREFIX NO'S.
HIGHWAY FAS B-373 (MCKAY ROAD)		FEDERAL AID PROJECT NO. SR-B0373003		
SECTION GERKE ROAD-FOREST BOUNDARY				

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVI
001	11 MOBILIZATION	LUMP SUM	29000.0000	100.000	29000.00	
002	11 TEMPORARY PROTECTION AND DIRECT TRAFFIC	LUMP SUM	19300.0000	100.000	19300.00	
003	11 TEMPORARY SIGNS	SQ FT	9.0000	624.000	5616.00	
005	11 FLAGGERS	HOUR	.1000	330.000	33.00	
006	11 PILOT CAR	HOUR	.1000	67.000	6.70	
007	11 SCARIFY EXISTING SURFACING	SQ YD	1.5000	3,055.550	4583.33	
008	11 AGGREGATE BASE	TON	9.0000	3,645.100	32805.90	
009	11 EMULSIFIED ASPHALT CONCR MIXTURE	TON	12.0000	7,261.060	87132.72	
010	11 EMULSIFIED ASPHALT IN MIXTURE	TON	170.0000	455.050	77358.50	
011	11 CHOKE AGGREGATE	TON	19.0000	511.420	9716.98	
012	11 AGGREGATES IN EMULSIFIED ASPH CHIP SEAL	TON	19.0000	637.930	12120.67	
013	11 ASPHALT IN EMULSIFIED ASPH CHIP SEAL	TON	220.0000	77.210	16986.20	
014	11 ASPHALT IN TACK COAT	TON	190.0000	12.600	2394.00	
015	11 GUARD RAIL TYPE 2A	LIN FT	17.0000	238.000	4046.00	
016	11 GUARD RAIL TYPE 3	LIN FT	20.0000	150.000	3000.00	
017	11 GUARD RAIL ANCHORS TYPE 1	EACH	350.0000	6.000	2100.00	
018	11 RAIL END PIECES TYPE C	EACH	100.0000	6.000	600.00	
	PRICE AGREEMENT ITEMS					
3002A	11 EXTRA FOR AC APPR	EACH	200.0000	2.000	400.00	
	FORCE ACCOUNT ITEMS					
801	11 MOD STEEL GR POST				85.30	

Type Code "P" Construction Cost Total Cost

I0000 $ 307,285.30 $ 307,285.30

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

DATE 05 08 86 PG. 01 C10028	TOTAL CONTRACT ITEMS	307200.00	3
PREVIOUS VOUCHER NO.	% RETAINED ON CONTRACT ITEMS		
CHECKED BY:	FORCE ACCOUNT	85.30	
ENGINEER OR AUDITOR	TOTAL PAYMENTS	$ 307285.30	

T PAYMENT VOUCHER

STATE HIGHWAY DIVISION

-78)

COUNTY	CROOK
CONTRACT NO.	C10028
ESTIMATE NO.	4
PREFIX NO'S.	
HIGHWAY	FAS B-373 (MCKAY ROAD)
FEDERAL AID PROJECT NO.	SR-B0373003
SECTION	GERKE ROAD-FOREST BOUNDARY

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
BILIZATION		LUMP SUM	29000.0000	100.000	29000.00	29000.00	
MPORARY PROTECTION AND	DIRECT TRAFFIC	LUMP SUM	19300.0000	100.000	19300.00	19300.00	
MPORARY SIGNS		SQ FT	9.0000	624.000	5616.00	6561.00	945.00-
GGERS		HOUR	.1000	330.000	33.00	33.00	
LOT CAR		HOUR	.1000	67.000	6.70	6.70	
ARIFY EXISTING	SURFACING	SQ YD	1.5000	3,055.550	4583.33	4583.33	
GREGATE BASE		TON	9.0000	3,645.100	32805.90	32805.90	
ULSIFIED ASPHALT	CONCR MIXTURE	TON	12.0000	7,261.060	87132.72	86988.72	144.00
ULSIFIED ASPHALT	IN MIXTURE	TON	170.0000	455.050	77358.50	77244.60	113.90
OKE AGGREGATE		TON	19.0000	511.420	9716.98	9719.26	2.28-
GREGATES IN EMULSIFIED	ASPH CHIP SEAL	TON	19.0000	637.930	12120.67	12120.67	
PHALT IN EMULSIFIED	ASPH CHIP SEAL	TON	220.0000	77.210	16986.20	16986.20	
PHALT IN TACK COAT		TON	190.0000	12.600	2394.00	2394.00	
ARD RAIL TYPE 2A		LIN FT	17.0000	238.000	4046.00	4037.50	8.50
ARD RAIL TYPE 3		LIN FT	20.0000	150.000	3000.00	3000.00	
ARD RAIL ANCHORS TYPE 1		EACH	350.0000	6.000	2100.00	2100.00	
L END PIECES TYPE C		EACH	100.0000	6.000	600.00	600.00	
RICE AGREEMENT ITEMS							
RA FOR AC APPR		EACH	200.0000	2.000	400.00	400.00	
ORCE ACCOUNT ITEMS							
STEEL GR POST					85.30	85.30	

Type Code	"P" Construction Cost	Total Cost
I0000	$ 307,285.30	$ 307,285.30

GROSS RETAINAGE	
TREASURER DEPOSIT	
* NET RETAINAGE	

86 PG. 01 C10028

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TOTAL CONTRACT ITEMS	307200.00	307880.88	680.88-
% RETAINED ON CONTRACT ITEMS			
FORCE ACCOUNT	85.30	85.30	
TOTAL PAYMENTS	$307285.30		

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 079

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: SR -A662-003									
********************************									
F03049									
C09722 -000	8,068.60	115.90	8,068.60						
C09722 -001	85.46	.00	.00						
C09722 -010	12,565.07	.00	.00						
C09722 -011	353,641.97	318,731.97	353,641.97						
AGREEMENT TOTALS	374,361.10	318,847.87	361,710.57	88.15	318,847.87	318,847.87	.00		.00
FED PROJ TOTALS	374,361.10	318,847.87	361,710.57		318,847.87	318,847.87	.00		.00
FEDERAL PROJECT: SR -B375-003									
********************************									
F02907									
C10028 -000	21,703.88	11,067.53	21,703.88						
C10028 -001	171.11	.00	.00						
C10028 -010	6.68	.00	.00						
C10028 -011	312,434.50	283,475.45	312,434.50						
AGREEMENT TOTALS	334,316.17	294,542.98	334,138.38	88.15	294,542.98	294,542.98	.00		.00
FED PROJ TOTALS	334,316.17	294,542.98	334,138.38		294,542.98	294,542.98	.00		.00
FEDERAL PROJECT: SR -B379-001									
********************************									
F01590									
C2121935-000	95.40	44.34	95.40						
C2121935-010	80.25	.00	.00						
C2121935-011	9,971.20	8,829.37	9,971.20						
AGREEMENT TOTALS	10,146.85	8,873.71	10,066.60	88.15	8,873.71	8,873.71	.00		.00
FED PROJ TOTALS	10,146.85	8,873.71	10,066.60		8,873.71	8,873.71	.00		.00
FEDERAL PROJECT: SR -B712-001									
********************************									
F02929									
C5091937-011	5,034.55	4,437.96	5,034.55						

```
                                                                                FISCAL          GRAND TOTAL     ACTIVE YRS
   DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH     YEAR TO DATE        TO DATE        BEG    END

                                       TOT      P1         2,048.09CR        70,409.11        185,135.86
                                       TOT      N1         2,041.94           2,836.30          2,836.30
                                    ** JOB TOTALS **           6.15CR**      73,245.41  **    187,972.16  **

                                                                                                                STATE
 COOS RV HWY MP 4.7          CONT NO      FA PROJ NOS HES A431001 100
                                 506  1091   296    00 N 9                    1,329.66CR        1,329.66CR     84     85
                                 506  1091   298    00 N 9                    1,329.66          1,329.66       84     85
                                 506  1091   900    00 P 1        4.14CR      1,283.81          1,283.81       84     85
                                 506  1091   915    00 P 1         .59CR        130.69            130.69       85     85
                                 506  1091   920    00 P 1         .18CR         39.49             39.49       84     85
                                 506  1091   948    00 P 1         .08CR         18.42             18.42       85     85
                                       TOT      P1                4.99CR      1,472.41          1,472.41
                                    ** JOB TOTALS **              4.99CR**    1,472.41  **      1,472.41  **

                                                                                                                STATE
 STEEL CREEK BRIDGE          CONT NO      FA PROJ NOS BRS A396002 100
                                 506  1095   900    00 P 1     2,669.37       2,669.37          2,669.37       85     85
                                 506  1095   920    00 P 1        36.67          36.67             36.67       85     85
                                 506  1095   944    00 P 1         7.00           7.00              7.00       85     85
                                       TOT      P1             2,713.04       2,713.04          2,713.04
                                    ** JOB TOTALS **           2,713.04  **   2,713.04  **      2,713.04  **

                                                                                                                STATE
 GERKE RD-FOREST BOUNDARY    CONT NO 0028 FA PROJ NOS SR  B373003 100
                                 507  1053   296    00 N 9       133.42CR       133.42CR          133.42CR     85     85
                                 507  1053   298    00 N 9       133.42         133.42            133.42       85     85
                                 507  1053   900    00 P 1     4,526.40       4,526.40          4,526.40       85     85
                                 507  1053   920    00 P 1          .17CR        38.35             38.35       85     85
                                 507  1053   921    00 P ;       283.44         283.44            283.44       85     85
                                 507  1053   944    00 P 1         4.96           4.96              4.96       85     85
                                 507  1053   946    00 P 1       291.28         291.28            291.28       85     85
                                 507  1053   950    00 P 1         1.47           1.47              1.47       85     85
                                       TOT      P1             5,107.38       5,145.90          5,145.90
                                    ** JOB TOTALS **           5,107.38  **   5,145.90  **      5,145.90  **

                                                                                                                STATE
 S BANK CHETCO R RD U'XING   CONT NO 9285 * FA PROJ NOS RS  A301003 100
                                 508  1063   201    00 P 1                                    282,516.42       81     82
                                 508  1063   206    00 N 1                                        232.45       82     82
                                 508  1063   240    02 P 1                                      2,739.10       82     83
                                 508  1063   270    01 P 1                                      2,016.08       81     82
                                 508  1063   296    00 N 9                                    310,468.77CR     81     83
                                 508  1063   297    00 N 9                                     19,753.51       81     83
                                 508  1063   298    00 N 9                                    290,715.26       81     83
                                 508  1063   900    00 P 1                                     39,756.50       81     83
                                 508  1063   900    00 N 1                                         73.47       81     81
                                 508  1063   915    02 P 1                                        256.47       82     83
                                 508  1063   920    00 P 1                                         85.63       81     81
```

```
                              JOB COST SUMMARY RUN ON
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 06/20/87

                                                 CREW   MSA          CURRENT         BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH              DATE
--          ------ -------- ---------- ------ -----          -------         ----------
C10028      000               001        8011                                    184.35
OBJ-DETAIL 001                                                                   184.35

C10028      000               192        0100                                    225.55
OBJ-DETAIL 192                                                                   225.55

C10028      000               194        0100                                     14.48
OBJ-DETAIL 194                                                                    14.48

C10028      000               199        0100
C10028      000               199        0530                                      6.52
OBJ-DETAIL 199                                                                     6.52

C10028      000               550        8214                                     23.20
OBJ-DETAIL 550                                                                    23.20

C10028      000               553        0530                                     57.66
OBJ-DETAIL 553                                                                    57.66

C10028      000               555        0521                                      9.22
OBJ-DETAIL 555                                                                     9.22

ACTIVITY                                                                         520.98 SU

C10028      000      010      001        0813                                    279.21
C10028      000      010      001        0821                                    143.11
OBJ-DETAIL 001                                                                   422.32

ACTIVITY    010                                                                  422.32 SU

C10028      000      900      001        1070                                    255.57
C10028      000      900      001        4000                                    623.08
C10028      000      900      001        4061                                    276.52
C10028      000      900      001        8002                                    100.56
C10028      000      900      001        8021                                  3,543.21
C10028      000      900      001        8027                                  5,684.66
OBJ-DETAIL 001                                                                10,483.60

C10028      000      900      008        8021                                    613.79
OBJ-DETAIL 008                                                                   613.79

C10028      000      900      030        4061                                     25.34
C10028      000      900      030        8021                                  1,221.03
C10028      000      900      030        8027                                  2,984.85


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
 ON
L CREW-NUMBER
LOADED
06/20/87

       CURRENT      BALANCE TO
        MONTH          DATE
       -------      ----------
                        184.35
                        184.35

                        225.55
                        225.55

                         14.48
                         14.48


                          6.52
                          6.52

                         23.20
                         23.20

                         57.66
                         57.66

                          9.22
                          9.22

                        520.98 SUBTOTAL

                        279.21
                        143.11
                        422.32

                        422.32 SUBTOTAL

                        255.57
                        623.08
                        276.52
                        100.56
                      3,543.21
                      5,684.66
                     10,483.60

                        613.79
                        613.79

                         25.34
                      1,221.03
                      2,984.85
```

```
PAGE    81

                                   JOB COST SUMMARY RUN ON
                         EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                  PAYROLL CHARGES ARE LOADED
                                CHARGES ARE CURRENT TO 06/20/87

                                                  CREW   MSA         CURRENT          BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH              DATE
--          ------ -------- ---------- ------ -----      -------          ----------
OBJ-DETAIL 030                                                              4,231.22

C10028      000      900      100         8011                                 24.56
OBJ-DETAIL 100                                                                 24.56

C10028      000      900      102         8011                                 24.00
OBJ-DETAIL 102                                                                 24.00

C10028      000      900      106         8021                                891.00
OBJ-DETAIL 106                                                                891.00

C10028      000      900      130         8021                                 37.72
OBJ-DETAIL 130                                                                 37.72

C10028      000      900      134         4000                                  7.17
OBJ-DETAIL 134                                                                  7.17

C10028      000      900      136         7740                                 15.00
OBJ-DETAIL 136                                                                 15.00

C10028      000      900      240         8027                                544.70
OBJ-DETAIL 240                                                                544.70

C10028      000      900      244         8027                                183.00
OBJ-DETAIL 244                                                                183.00

C10028      000      900      246         8027                                 65.50
OBJ-DETAIL 246                                                                 65.50

C10028      000      900      247         8027                                544.50
OBJ-DETAIL 247                                                                544.50

C10028      000      900      248         8027                                 64.00
OBJ-DETAIL 248                                                                 64.00

C10028      000      900      548         8021                                 20.40
C10028      000      900      548         8027                                 64.80
OBJ-DETAIL 548                                                                 85.20

C10028      000      900      550         4061                                 84.00
C10028      000      900      550         8011                                 27.20
C10028      000      900      550         8021                                155.80
C10028      000      900      550         8027                                431.70
C10028      000      900      550         8028                                 18.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
N ON
L CREW-NUMBER
LOADED
06/20/87

       CURRENT          BALANCE TO
D       MONTH              DATE
       -------          ----------
                          4,231.22

                             24.56
                             24.56

                             24.00
                             24.00

                            891.00
                            891.00

                             37.72
                             37.72

                              7.17
                              7.17

                             15.00
                             15.00

                            544.70
                            544.70

                            183.00
                            183.00

                             65.50
                             65.50

                            544.50
                            544.50

                             64.00
                             64.00

                             20.40
                             64.80
                             85.20

                             84.00
                             27.20
                            155.80
                            431.70
                             18.00
```

```
                                   JOB COST SUMMARY RUN ON
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                 PAYROLL CHARGES ARE LOADED
                              CHARGES ARE CURRENT TO 06/20/87

                                                CREW   MSA         CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--        ------ -------- ---------- ------ -----        -------     ----------
OBJ-DETAIL 550                                                              716.70

ACTIVITY   900                                                           18,531.66 SU

C10028    000     901       001        0521                                   8.74
C10028    000     901       001        7365                                  14.55
C10028    000     901       001        7430                                  99.47
OBJ-DETAIL 001                                                              122.76

C10028    000     901       504        7363                                   4.74
OBJ-DETAIL 504                                                                4.74

ACTIVITY   901                                                              127.50 SU

C10028    000     906       001        7350                                  85.91
OBJ-DETAIL 001                                                               85.91

ACTIVITY   906                                                               85.91 SU

C10028    000     940       001        8221                                  14.55
C10028    000     940       001        8240                                  42.96
OBJ-DETAIL 001                                                               57.51

C10028    000     940       551        0825                               1,062.00
C10028    000     940       551        8027                                 688.00
C10028    000     940       551        8215                                 208.00
OBJ-DETAIL 551                                                            1,958.00

ACTIVITY   940                                                            2,015.51 SU

SUB-JOB    000 SUBTOTAL                                                  21,703.88

C10028    001                 306        8027                                -50.00
OBJ-DETAIL 306                                                              -50.00

C10028    001                 349        8027                                 44.03
OBJ-DETAIL 349                                                               44.03

ACTIVITY                                                                     -5.97 SU

C10028    001     439       306        8027                                  50.00
OBJ-DETAIL 306                                                               50.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
N ON
IL CREW-NUMBER
 LOADED
 06/20/87

            CURRENT         BALANCE TO
D            MONTH             DATE
-           -------         ----------
                                716.70

                             18,531.66 SUBTOTAL

                                  8.74
                                 14.55
                                 99.47
                                122.76

                                  4.74
                                  4.74

                                127.50 SUBTOTAL

                                 85.91
                                 85.91

                                 85.91 SUBTOTAL

                                 14.55
                                 42.96
                                 57.51

                              1,062.00
                                688.00
                                208.00
                              1,958.00

                              2,015.51 SUBTOTAL

                             21,703.88

                                -50.00
                                -50.00

                                 44.03
                                 44.03

                                 -5.97 SUBTOTAL

                                 50.00
                                 50.00
                              JOB COST SUMMARY RUN ON
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 06/20/87

                                                CREW     MSA           CURRENT          BALANCE TO
EA           SUBJOB  ACTIVITY  OBJ-DETAIL  NUMBER  FIELD          MONTH              DATE
--           ------  --------  ----------  ------  -----         -------           ----------
ACTIVITY     439                                                                        50,00 SU

C10028       001     900       632         8021                                        127,08
OBJ-DETAIL 632                                                                         127,08

ACTIVITY     900                                                                       127,08 SU

SUB-JOB      001 SUBTOTAL                                                              171,11

C10028       010     900       131         8027                                          6,68
OBJ-DETAIL 131                                                                           6,68

ACTIVITY     900                                                                         6,68 SU

SUB-JOB      010 SUBTOTAL                                                                6,68

C10028       011                           8027                                      5,145,90 **
OBJ-DETAIL                                                                           5,145,90

C10028       011               199         0100                                          1,30
OBJ-DETAIL 199                                                                           1,30

C10028       011               300         0100                                    307,285,30
OBJ-DETAIL 300                                                                     307,285,30

C10028       011               336         8002    SF01
OBJ-DETAIL 336

ACTIVITY                                                                           312,432,50 SU

C10028       011     940       551         0825                                          2,00
OBJ-DETAIL 551                                                                           2,00

ACTIVITY     940                                                                         2,00 SU

SUB-JOB      011 SUBTOTAL                                                          312,434,50

EA           C10028 TOTAL                                                          334,316,17



*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
 ON
L CREW-NUMBER
LOADED
06/20/87

       CURRENT      BALANCE TO
        MONTH          DATE
       -------      ----------
                         50.00 SUBTOTAL

                        127.08
                        127.08

                        127.08 SUBTOTAL

                        171.11

                          6.68
                          6.68

                          6.68 SUBTOTAL

                          6.68

                      5,145.90 ***
                      5,145.90

                          1.30
                          1.30

                    307,285.30
                    307,285.30



                    312,432.50 SUBTOTAL

                          2.00
                          2.00

                          2.00 SUBTOTAL

                    312,434.50

                    334,316.17
```

10,028

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-23-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** SR-B373(2)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 9/05/84 To: 4/02/85

FINANCIAL DATA

075

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
11,860.39	11,860.39	.8815	10,454.93	10,454.93	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 12/23/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	GERKE ROAD - FOREST BOUNDARY CROOK COUNTY ROAD					
	Preliminary Engineering Type Code P.E.					
	State	All Required			$11,860.39	
	TOTAL PARTICIPATING PROJECT COST				**$11,860.39**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 12/19/86.					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                              JUNE 1985        PAGE 4[illegible]
                                                                                      FISCAL           GRAND TOTAL      ACTIVE YRS
      DESCRIPTION                      PREFIX  FUNCTION SUB F. GR  CURRENT MONTH      YEAR TO DATE     TO DATE          BEG    END

                                              TOT      P1          2,048.09CR         70,409.11        185,135.86
                                              TOT      N1          2,041.94            2,836.30          2,836.30
                                           ** JOB TOTALS **           6.15CR**        73,245.41  **    187,9[illegible].16  **

                                                                                                                        STATE
 COOS RV HWY MP 4.7           CONT NO     FA PROJ NOS HES A431001 100
                                   506    1091    296     00 N 9                       1,329.66CR       1,329.66CR      84     85
                                   506    1091    298     00 N 9                       1,329.66         1,329.66        84     85
                                   506    1091    900     00 P 1         4.14CR        1,283.81         1,283.81        84     85
                                   506    1091    915     00 P 1          .59CR          130.69           130.69        85     85
                                   506    1091    920     00 P 1          .18CR           39.49            39.49        84     85
                                   506    1091    948     00 P 1          .08CR           18.42            18.42        85     85
                                                  TOT      P1            4.99CR        1,472.41         1,472.41
                                           ** JOB TOTALS **              4.99CR**      1,472.41  **     1,472.41  **

                                                                                                                        STATE
 STEEL CREEK BRIDGE           CONT NO     FA PROJ NOS BRS A396002 100
                                   506    1095    900     00 P 1     2,669.37          2,669.37         2,669.37        85     85
                                   506    1095    920     00 P 1        36.67             36.67            36.67        85     85
                                   506    1095    944     00 P 1         7.00              7.00             7.00        85     85
                                                  TOT      P1        2,713.04          2,713.04         2,713.04
                                           ** JOB TOTALS **          2,713.04  **      2,713.04  **     2,713.04  **

                                                                                                                        STATE
 GERKE RD-FOREST BOUNDARY     CONT NO 0028   FA PROJ NOS SR  B373003 100
                                   507    1053    296     00 N 9       133.42CR          133.42CR         133.42CR      85     85
                                   507    1053    298     00 N 9       133.42            133.42           133.42        85     85
                                   507    1053    900     00 P 1     4,526.40          4,526.40         4,526.40        85     85
                                   507    1053    920     00 P 1          .17CR           38.35            38.35        85     85
                                   507    1053    921     00 P 1       283.44            283.44           283.44        85     85
                                   507    1053    944     00 P 1         4.96              4.96             4.96        85     85
                                   507    1053    946     00 P 1       291.28            291.28           291.28        85     85
                                   507    1053    950     00 P 1         1.47              1.47             1.47        85     85
                                                  TOT      P1        5,107.38          5,145.90         5,145.90
                                           ** JOB TOTALS **          5,107.38  **      5,145.90  **     5,145.90  **

                                                                                                                        STATE
 S BANK CHETCO R RD U'XING    CONT NO 9285 * FA PROJ NOS RS  A301003 100
                                   508    1063    201     00 P 1                                          282,516.42      81     82
                                   508    1063    206     00 N 1                                          [illegible].45  82     [illegible]
                                   508    1063    240     02 P 1                                          2,[illegible]9.10   82     [illegible]
                                   508    1063    270     01 P 1                                          2,[illegible]6.03   81     [illegible]
                                   508    1063    296     00 N 9                                          310,[illegible].77CR   81     [illegible]
                                   508    1063    297     00 N 9                                          19,[illegible].51   81     [illegible]
                                   508    1063    298     00 N 9                                          290,[illegible]5.26   81     [illegible]
                                   508    1063    900     00 P 1                                          39,[illegible]6.50   [illegible]     [illegible]
                                   508    1063    900     00 N 1                                          [illegible].47   81     81
                                   508    1063    915     02 P 1                                          256.47      [illegible]     [illegible]
                                   508    1063    920     00 P 1                                          [illegible]5.62   81     [illegible]
```

DESCRIPTION	PREFIX	FUNCTION	SUB	F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	506	1990	923	00	P 1	.77CR	171.32	171.32	
	506	1990	926	00	P 1	9.62CR	3,139.69	3,139.69	
	506	1990	927	00	P 1	29.09	6,248.55	6,248.55	
	506	1990	929	00	P 1	1.26CR	279.29	279.29	
	506	1990	932	00	P 1	.17CR	37.30	37.30	
	506	1990	933	00	P 1	.03CR	7.17	7.17	
	506	1990	937	00	P 1	10.56CR	2,707.18	2,707.18	
			TOT		P1	723.30	24,174.24	24,174.24	
			** JOB TOTALS **			723.30 **	24,174.24 **	24,174.24 **	
MYRTLE CR(CULVER)BR#11C41	CONT NO		FA PROJ NOS BRS A416001 100						STATE
	506	1995	296	00	N 9	1,163.68CR	9,449.64CR	9,449.64CR	
	506	1995	298	00	N 9	1,163.68	9,449.64	9,449.64	
	506	1995	901	00	P 1	238.96	9,230.88	9,230.88	
	506	1995	905	00	P 1	1,550.51	1,550.51	1,550.51	
	506	1995	910	00	P 1	1.41CR	399.23	399.23	
	506	1995	918	00	P 1	1.07CR	841.84	841.84	
	506	1995	926	00	P 1	33.27	1,499.07	1,499.07	
	506	1995	927	00	P 1	7.20	7.20	7.20	
	506	1995	933	00	P 1	.16CR	35.44	35.44	
	506	1995	937	00	P 1	1,098.59	1,173.77	1,173.77	
			TOT		P1	2,925.89	14,737.94	14,737.94	
			** JOB TOTALS **			2,925.89 **	14,737.94 **	14,737.94 **	
GERKE RD-FOREST BOUNDARY	CONT NO		* FA PROJ NOS RS B373002 100						STATE
	~~507~~	~~1936~~	~~296~~	~~00~~	~~N 9~~	~~87.04CR~~	~~10,454.93CR~~	~~10,454.93CR~~	
	~~507~~	~~1936~~	~~298~~	~~00~~	~~N 9~~	~~87.04~~	~~10,454.93~~	~~10,454.93~~	
	507	1936	901	00	P 1		6,504.93	6,504 93	
	507	1936	905	00	P 1		2,744.77	2,744.77	
	507	1936	906	00	P 1		229.86	229.86	
	507	1936	910	00	P 1		358.62	358.62	
	507	1936	918	00	P 1		108.04	108.04	
	507	1936	920	00	P 1		111.11	111.11	
	507	1936	921	00	P 1		859.75	859.75	
	507	1936	922	00	P 1		9.12	9.12	
	507	1936	933	00	P 1		934.19	934.19	
			TOT		P1		11,860.39	11,860.39	
			** JOB TOTALS **			**	11,860.39 **	11,860.39 **	
CAMP CR (CR 127) BR#7C02	CONT NO		FA PROJ NOS RS B381001 100						STATE
	507	1938	296	00	N 9	591.36CR	7,880.20CR	7,880.20CR	
	507	1938	298	00	N 9	591.36	7,880.20	7,880.20	
	507	1938	901	00	P 1	205.78	6,836.17	6,836.17	
	507	1938	905	00	P 1	117.53	749.30	749.30	
	507	1938	906	00	P 1	7.20	7.20	7.20	
	507	1938	911	00	P 1	.28CR	62.80	62.80	

```
REPORT NO: FMBL003-1                                  OREGON DEPARTMENT OF TRANSPORTATION                                        PAGE 285
SEQ: FEDERAL APPROPRIATION, FEDERAL                     FINANCIAL MANAGEMENT SYSTEM                                          RUN 01/07/87 21:11
     PROJECT, AGREEMENT, EA-SUBJOB                        OREGON STATE HIGHWAY DIVISION
                                                              FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 075

 AGREEMENT          TOTAL COSTS         AMOUNT        --PARTICIPATION--        AGREEMENT         FEDERAL     -ADJUSTMENT-          VOUCHER
   EA/SUBJOB          TO DATE       PREV CLAIMED      AMOUNT     PERCENT          AMOUNT           SHARE     AMOUNT   CODE           AMOUNT

FEDERAL PROJECT: RS  -B373-002
********************************

 F02908
   C5071936-000             .00              .54           .00
   C5071936-011       11,860.39        10,454.39     11,860.39

 AGREEMENT TOTALS     11,860.39        10,454.93     11,860.39   88.15       10,454.93       10,454.93           .00               .00

FED PROJ TOTALS       11,860.39        10,454.93     11,860.39               10,454.93       10,454.93           .00               .00

FEDERAL PROJECT: RS  -B379-002
********************************

 F03621
   C10063  -000           57.60            10.59         57.60
   C5121064-000            6.36              .12          6.36
   C5121064-011          245.48           262.06        245.48

 AGREEMENT TOTALS        309.44           272.77        309.44   88.15          300.00          272.77           .00               .00

 F03799
   C10133  -000       22,954.42        17,895.95     22,954.42
   C10133  -001       23,843.27              .00           .00
   C10133  -010           30.00              .00           .00
   C10133  -011      767,940.87       676,776.55    765,440.87

 AGREEMENT TOTALS    814,768.56       694,672.50    788,395.29   88.15      728,026.00      694,970.45           .00            297.95

FED PROJ TOTALS      815,078.00       694,945.27    788,704.73              728,326.00      69[illegible],243.22           .00            297.95

FEDERAL PROJECT: RS  -B380-001
********************************

 F02910
   C5071939-000       29,704.93         6,568.34     29,704.93
   C5071939-001          157.81              .00           .00
   C5071939-011        7,880.74        13,969.66      7,880.74

 AGREEMENT TOTALS     37,743.48        20,538.00     37,585.67   88.15       20,538.00       33,131.77     12,593.77 B             .00

FED PROJ TOTALS       37,743.48        20,538.00     37,585.67               20,538.00       33,131.77     12,593.77 B             .00

FEDERAL PROJECT: RS  -B395-001
********************************

 F01614
```

```
REPORT NO: FMBL003-1                          OREGON DEPARTMENT OF TRANSPORTATION                                   PAGE 303
SEQ: FEDERAL APPROPRIATION, FEDERAL              FINANCIAL MANAGEMENT SYSTEM                                  RUN 01/26/87 21:48
     PROJECT, AGREEMENT, EA-SUBJOB              OREGON STATE HIGHWAY DIVISION
                                                     FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 079

 AGREEMENT            TOTAL COSTS        AMOUNT       --PARTICIPATION--       AGREEMENT          FEDERAL    -ADJUSTMENT-          VOUCHER
   EA/SUBJOB            TO DATE      PREV CLAIMED      AMOUNT   PERCENT         AMOUNT            SHARE     AMOUNT  CODE           AMOUNT
FEDERAL PROJECT: SR  -A382-001
*********************************

 F02938
   C5101914-010           70.49            .00            .00
   C5101914-011        7,791.87       6,870.87       7,791.87

 AGREEMENT TOTALS      7,862.36       6,870.87       7,791.87  88.18      19,752.00       6,870.87          .00                .00

FED PROJ TOTALS        7,862.36       6,870.87       7,791.87             19,752.00       6,870.87          .00                .00

FEDERAL PROJECT: SR  -A662-003
*********************************

 F03049
   C09722  -000        8,068.60         114.44       8,068.60
   C09722  -001        1,075.34            .00            .00
   C09722  -010       11,281.07-           .00            .00
   C09722  -011      376,295.91     318,758.90     376,295.91

 AGREEMENT TOTALS    374,158.78     318,873.34     384,364.51  88.15     318,873.34     338,817.32    19,943.98 B             .00

FED PROJ TOTALS      374,158.78     318,873.34     384,364.51            318,873.34     338,817.32    19,943.98 B             .00

FEDERAL PROJECT: SR  -B373-003
*********************************

 F02907
   C10028  -000       21,703.88      11,062.61      21,703.88
   C10028  -001          171.11            .00            .00
   C10028  -010            6.68            .00            .00
   C10028  -011      312,434.50     283,404.64     312,434.50

 AGREEMENT TOTALS    334,316.17     294,467.25     334,138.38  88.15     294,467.25     294,542.98        75.73 B             .00

FED PROJ TOTALS      334,316.17     294,467.25     334,138.38            294,467.25     294,542.98        75.73 B             .00

FEDERAL PROJECT: SR  -B379-001
*********************************

 F01590
   C2121935-000           95.40          44.34          95.40
   C2121935-010           80.25            .00            .00
   C2121935-011        9,971.20       8,829.37       9,971.20
```

.10,028

237-1053

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-19-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon

FEDERAL AID PROJECT NO. SR-B373(3)

PROGRAM APPROVED

VOUCHER PERIOD
From: 4/03/85 To: 9/24/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
	Void				
334,230.26	334,052.47	.8815	294,467.25	294,467.25	-0-

079

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By Controller *Authorized Officer* 12/19/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	GERKE ROAD - FOREST BOUNDARY SECTION McKAY COUNTY ROAD CROOK COUNTY					
	Construction Type Code 1000 Overlay (M.P. 4.5 to M.P. 9.0)					
	Final Contract Payment Summary	Lump Sum			$307,285.30	
	Construction Engineering					
	State	All Required			$ 26,767.17	
	TOTAL PARTICIPATING PROJECT COST				**$334,052.47**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 44.03	
	Construction Engineering	All Required			133.76	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 177.79**	
	TOTAL PROJECT COST				**$334,230.26** 55.71	
	Prepared based on Participating Cost as shown on the Federal Billing as of 12/12/86.					
	AMOUNT CARRIED FORWARD					

10 [illegible]

jc cc: OSHD (ulien)

10028 **STATE COPY**

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Crook	DIVISION Oregon
DATE OF REPORT SEP 10 '86	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. SR-B373(3)
COMPLETION DATE (Actual) August 31, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY January 23, 1986	TIME ELAPSED 100 %	CONTRACT TIME August 31, 1985

LOCATION
Gerke Road-Forest Boundary Section of FAS B-373 (McKay Road) beginning approximately 4 miles north of Prineville.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Construction of emulsified asphalt concrete pavement overlay.

   B. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Fabricators, Inc.

3. Contract Amount: $307,285.30

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

SIGNATURE (SHD Official) C. O. Fredrickson

TITLE Constr. Engr.

RECEIVED
STATE HWY ENGR
SEP 25 '86
REFER TO Fredrickson
FOR

Inf	Inv	R/D	D/R	Sign	Act	File

NOTED
W. E. SCHWARTZ cy 9/29

FINAL 10-2-85

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE	
TITLE Area Engineer	DATE 9/22/86	TITLE District Engineer B	DATE 9/24/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

February 24, 1986

CON 5
#10,028

Industrial Indemnity Company
421 S.W. 6th Avenue
Portland, OR 97204

Attention: Bond Department

On January 30, 1986, we wrote to you concerning release of final payment on Contract No. 10,028 awarded to Fabricators, Incorporated for paving on the Gerke Road-Forest Boundary Section of FAS B-373 in Crook County.

Final payment on this contract is $819.12 and the total contract amount is $307,285.30 including $85.30 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Fabricators, Incorporated
2705 Lancaster Drive N.E.
Salem, OR 97305

bc: C. O. Fredrickson
Walt Hart
D. D. Allen

10,028

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: January 23, 1986

FROM: Werner E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10028, On Site Work Substantially Completed August 31, 1985

All Work Completed October 7, 1985

Project Gerke Road-Forest Boundary

Highway FAS B-373 (McKay Road)

County Crook

Type of Work Paving

Contractor Fabricators, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-30-86 - Surety letter written.

Noted
Mr Gormsen

RECEIVED
JAN 24 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Gerke Rd. - Forest Boun.	WEEK ENDING October 5, 1985	SECTION PREFIX C10028-000
HIGHWAY McKay Road	COUNTY Crook	
NAME OF JOB Gerke Road - Forest Boundary	KIND OF WORK Paving	
CONTRACTOR Fabricators Inc.	CONTRACT NUMBER 10028	FEDERAL AID PROJECT NUMBER FAS373 (3)
DATE OF CONTRACT April 30, 1985	DATE WORK STARTED June 17, 1985	ESTIMATED COMPLETION DATE August 31, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 362,632.42	SPECIFIED COMPLETION DATE August 31, 1985	PERCENT OF TIME ELAPSED 100%
EXCLUSIVE OF ENGINEERING: $ 333,869.14	ENGINEERING AUTHORIZATION $ 28,754.28	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 333,869.00	ENGINEERING COST TO DATE $ 11,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT: OVERRUN UNDERRUN ______%	PERCENT OF AUTHORIZATION 40 %	DATE PROJECT WAS COMPLETED: August 31, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	scarify	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
		100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.254	4.5			4.5
MILES PARTIALLY COMPLETED	-	0			-
MILES COMPLETED	0.25	4.5			4.5
TOTAL ESTIMATED QUANTITIES (CONTRACT)	3000	3000			8240
TOTAL QUANTITIES CORRECTED TO DATE	3000	3600			7240
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3000	3600			7240
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9-29	Fair			
MONDAY 9-30	Fair			
TUESDAY 10-1	Fair			
WEDNESDAY 10-2	Fair			
THURSDAY 10-3	Fair			
FRIDAY 10-4	Fair			
SATURDAY 10-5	Fair			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9-29	NO ACTIVITY
MONDAY 9-30	NO ACTIVITY
TUESDAY 10-1	NO ACTIVITY
WEDNESDAY 10-2	NO ACTIVITY
THURSDAY 10-3	NO ACTIVITY
FRIDAY 10-4	NO ACTIVITY
10-5 **SATURDAY**	NO ACTIVITY

REMARKS

WORK COMPLETED

SEMI FINAL WILL BE SUBMITTED OCTOBER 8, 1985

SEMI FINAL INSPECTION WAS OCTOBER 2, 1985

SIGNED ______ LOCATION Sisters, OR

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

10,028

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

9-13-85

Highway # 707
County Crook

Attention: Right-of-way Section

Subject: Federal Aid Project No. RS-B373(2) Prefix ______

Project Name Gerke Road - Forest Boundary

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Prineville, Oregon, this 13 day of Feb, 1985

County of Crook

Dick Hopper
County Judge/Chairman

Frances Burgess
Commissioner

Bill Ewing
Commissioner

Certified By:
Arnold Evans
Regional Right-of-Way Supervisor
Date 2/21/85

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SR-B373(3)

2. STATE PROJECT NO. See Below

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 40276

2A. COUNTY NAME Crook

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
JUL 11 '85
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE June 25, 1985

8. FEDERAL ROUTE NUMBER Secondary B373

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Gerke Road - Forest Boundary Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter of 7-2-85 this will confirm the advance approval date of 6-25-85 to extend the northeasterly limits of the project 0.6 miles with no additional obligation of funds. (Total project miles will now read 5.1 miles)

14. DATE 7/10/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: July 2, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Program Change
Project No. SR-B373(3)
Gerke Road-Forest Boundary Section
McKay County Road
Crook County

I request confirmation of Area Engineer Dave Carter's verbal approval of June 25, 1985 in a program change on the subject project to extend the northeasterly limits of the project 0.6 mile with no increase in total cost or Federal funds. This change will require a revision in miles to read --- 5.1 miles, with other data remaining the same.

RDF:pf

cc: Dale Allen, Region 4
J. Peterson
Mike Shultz
General Files ✓

STATE COPY

TO BE COMPLETED BY FHWA 5-169	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Crook PROJECT NO. SR-B373(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

County Road Gerke Road - Forest Boundary Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-3-85	4.5

OTHER *(Specify)*

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT $ 362,623.00	FEDERAL FUNDS $ 319,652.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 29 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON May 23, 1985

Federal Aid Project No. SR-B373(3)

Gerke Road-Forest Boundary Section
McKay County Road
Crook County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Overlay (M.P. 4.5 to M.P. 9.0)

Mobilization	Lump Sum	All	Lump Sum	$ 29,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	19,300.00
Temporary Signs	Sq. Ft.	747	9.00	6,723.00
Temporary Barricades	Each	2	65.00	130.00
Flaggers	Hour	400	0.10	40.00
Pilot Car	Hour	130	0.10	13.00
Scarify Existing Surfacing	Sq. Yd.	3,000	1.50	4,500.00
Aggregate Base	Ton	3,000	9.00	27,000.00
Emulsified Asphalt Concrete Mixture	Ton	8,240	12.00	98,880.00
Emulsified Asphalt in Mixture	Ton	495	170.00	84,150.00
Choke Aggreagate	Ton	530	19.00	10,070.00
Aggregate in Emulsified Asphalt Chip Seal	Ton	530	19.00	10,070.00
Asphalt in Emulsified Asphalt Chips Seal	Ton	67	220.00	14,740.00
Asphalt in Tack Coat	Ton	27	190.00	5,130.00
Guard Rail, Type 2A	Lin. Ft.	238	17.00	4,046.00
Guard Rail, Type 3	Lin. Ft.	150	20.00	3,000.00
Guard Rail Anchors, Type 1	Each	6	350.00	2,100.00
Rail End Pieces, Type C	Each	6	100.00	600.00
			Subtotal	$ 319,492.00
			Engineering	43,131.00
			Total	$ 362,623.00

Length of Project ---------------- 4.5 mile
Cost of Roadway Per Mile --------- $80,592.89

Federal Funds (88.15%)	$ 319,652.00
State Funds	21,486.00
County Funds	21,485.00
TOTAL	$ 362,623.00

Group 1: 100%
Contract No. 10,028
Prefix: 507-1936
507-1053
Appn Code: 079
CPL:me

ACN 21-8
Crook

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

May 3, 1985

IN REPLY REFER TO

HFO.4/5-OR

Mr. H. S. Coulter, State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project RS-B373(2)
Gerke Road - Forest Boundary Section
McKay Road, Crook County - Design Exception
(Mr. Christensen's Letter, April 5, 1985)

We have reviewed Mr. Christensen's request for an exception for shoulder width and a reduced clear zone on this project. The design criteria as set forth in "A Policy on Geometric Design of Highway and Streets" would indicate a shoulder width of 4 feet, and the AASHTO Guide for Selecting, Locating, and Designing Traffic Barriers would indicate a clear zone requirement in many areas which would exceed the present right-of-way available for the project.

The request indicates that significant improvements to enhance safety are being undertaken as part of this project. They include reestablishment of the superelevation on several horizontal curves and protection at several roadside obstacles.

We agree with the State's action to enhance safety as noted above, and we concur with your proposal to provide less than a standard shoulder width and a reduced clear zone on this project. Our concurrence is based on the absence of any significant adverse accident history on this section of the highway and on the high cost which would be associated with the construction of standard shoulders and design clear zone.

Sincerely yours,

G. K. Hosmer
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
MAY 7 '85
REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

E. S.
cc Christensen
Kuehn

cy. sent 5-9-85 BW

10,021

Called Hagedorn (R4) 5-20-85 about deposit
ir lg —

May 1, 1985

PKO

The Honorable Dick Hoppes
Judge, Crook County
300 East Third Street
Prineville, OR 97754

Dear Judge Hoppes:

SUBJECT: Gerke Road-Forest Boundary
(McKay Road) No. SR-8373(3)
Crook County

On April 25, 1985 the State Highway Division received a satisfactory bid from Fabricators Incorporated, 2705 Lancaster Drive N.E., Salem, OR 97305 on the subject project.

The project is a Federal Aid Secondary project as per our Agreement No. 8220 and our Local Government Agreement. The County is requested to deposit the balance of their share of the remaining construction cost as computed below:

Contractor's Bid	$319,492.00
Contingencies (4 1/2%)	14,377.14
Engineering (9%)	28,754.28
TOTAL CONSTRUCTION COST	$362,623.42
Est. P.E. Cost	12,000.00
Less Federal Funds (88.15%)	(330,230.54)
Less State Share 1/2 Balance	(22,196.44)
Less County's Advance Deposit Const. (85%) AD #85-38	(12,300.00)
County's Remaining Balance Due	$ 9,896.44
ADVANCE DEPOSIT (ROUNDED)	$ 9,900.00

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $9,900 by May 17, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Program Section

CK
Received
5-24-85
MKS

MKS:pf
Attachment
bcc w/AD #85-38: John Hagedorn, Region 4
Vern Skoog-Please return completed AD #85-38 when advance deposit is received.

10,028

Section Gerke Road - Forest Boundary
Programming Estimate $ 289,000
Highway FAS B-373 (McKay Road)
Project Length 4.5 miles
County Crook
Completion ~~Time~~ date Aug 31, 1985
Kind of Work Paving
Est. Comp. Date Aug 31, 1985
Prefix 507-1936-921
Letting Date ~~May 23~~ April 11, 1985
Project No. SR-B373(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ ~~256,727.00~~ 281,823.00

Anticipated Additional Items:

- Royalty Payment. . . . .
- Permit Fees . . . .
- Slide Correction . . . .
- Railroad Protective Costs . . . .
- Other Railroad Costs . . . .
- Permanent Signing . . . .
- Permanent Pavement Striping . . . .
- Temporary Pavement Striping. . . . .
- Remove Pavement Striping (Exist. & Temp.) . . .
- Temporary Erosion Control . . . .
- State Furnished ________ . . . . .
- Roadside Seeding & Mulching . . . .
- Asphalt Cement Adjustment . . . .
- On the Job Trainees ($0.80 x ____ hrs.) . . . .
- State Responsibility for Damages . . . .
- Signal Controller Testing . . . .
- "OPTICOM" Testing . . . .
- Bikeway Signs . . . .
- Bikeway Striping & Legend . . . .

$ 0.00

Adjust Utilities:

Subtotal $ ~~256,727.00~~ 281,823.00

Contingencies (4-1/2%) 12,682.04

Engineering (~~8~~, 9, ~~10%~~) 25,364.07

Subtotal $ 319,869.11

Credit for ________________ . . . .

Estimated Net Authorization, Construction . . . . $ ~~291,385.15~~ 319,869.11

APPROVED

Road Design Engineer

Rev. 11/81

SU ~~MARY~~--BID SCHEDULE--CO ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Gerke Road-Forest Boundary sec				COUNTY Crook		SHEET 1 OF 1
KIND OF WORK Paving		KEY NUMBER		LENGTH	DATE	NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 2-25-85					
	THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 3-28-85					
	Mobilization		LUMP SUM	All	LUMP SUM	13,000
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	12,000.00
	Temporary Signs		Sq. Ft.	747	6.00	4,482.00
	Temporary Barricades		Each	2	70.00	140.00
	Flaggers		Hour	400	17	6,800
	Pilot Car		Hour	130	30	3,900
	Scarify Existing Surfacing		Sq. Yd	3000	0.50	1,500
	ROADWORK					
	Aggregate ~~Shoulders~~ Base		Ton	3000 ~~1900~~	9	27,000 ~~17,100~~
	Emulsified Asphalt Concrete Mixture		Ton	8240 ~~8100~~	11	90,640 ~~89,100~~
	Emulsified Asphalt in Mixture		Ton	495 ~~486~~	160	79,200 ~~77,760~~
	Choke Aggregate		Ton	530	10	5,300
	Aggregates in Emulsified Asphalt Chip Seal		Ton	530	17	9,010
	Asphalt in Emulsified Asphalt Chip Seal		Ton	67	180	12,060
	Asphalt in Tack Coat		Ton	27	225	6,075
	Guard Rail, Type 2A		LinFt	238	12	2,856
	Guard Rail, Type 3		LinFt	150	35	5,250
	Guard Rail Anchors, Type 1		Each	6	350	2,100
	Rail End Pieces, Type C		Each	6	85	510
						[illegible]

34-1736 (REV. 2-84)

10,021

April 9, 1985

PRO

Honorable Dick Hoppes
Crook County Judge
300 East Third Street
Prineville, OR 97754

Subject: Gerke Road - Forest Boundary
(McKay Road) No. SR-8373(3)
Crook County

On April 25, 1985 bids will be taken by the State Highway Division for the subject project. This project is a Federal Aid Secondary (FAS-C) project and as per our Agreement No. 8220 and our Local Government Agreement, the County is requested to deposit 65% of of their share of the estimated construction cost as computed below.

Estimated Total Construction Cost	$319,900.00
Less Federal Funds (88.15%)	(282,000.00)
Less 1/2 Balance State Share	(18,950.00)
COUNTY'S SHARE	$ 18,950.00
65% OF COUNTY'S SHARE & ADVANCE DEPOSIT	$ 12,300.00

We will award the contract when we receive your advance deposit in the amount of $12,300 and we receive Commission approval. You may use one of the three options for payment described in the attachments.

Very truly yours,

CK
RECEIVED 4-22-85
MKS

Gary A. Potter, Manager
Program Section

MKS:me
bcc: w/AD #85-30 John Hagedorn, Region 4
Vern Skoog - Please return completed AD #85-30 when advance deposit is received.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 5, 1985

In Reply Refer to
File No.:

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

Attention: Glenn K. Hossner

Gerke Road-Forest Boundary Section
FAS B 373 (McKay Road)
Crook County

This FAS-C project is from M.P. 4.50 to M.P. 9.00. The ADT is 580 and the design speed proposed is 55 M.P.H.

The typical section (existing) and proposed for this pavement overlay project is 12 foot paved travel lanes with 1.5 foot gravel shoulders. Design standards for this road indicate a 22 foot travel way with 6 foot shoulders is appropriate.

The Roadside Inventory for this section shows three horizontal curves (M.P. 7.46, 7.58 and 8.61) with superelevation rates that will be corrected to provide for the speed desired. Guardrail will be installed at M.P. 5.60 at an irrigation culvert headwall, and at M.P. 8.42 on approaches to a bridge. The bridge handrails will also be replaced to provide improved safety. Two concrete irrigation boxes, about 1.5 feet high and 5 feet from the shoulder will be removed by the County.

The inventory lists utility poles, telephone risers, fences, an area of 1:1 cut slopes and areas of 1-1/2:1 fill slopes within the 60 foot right-of-way and within a clear zone. Additional right-of-way would have to be acquired to relocate the utilities and permit regarding of some cut and fill areas to provide an appropriate clear zone roadway section. The cost of additional right-of-way and regrading would substantially exceed the funds available for this project.

Vehicle accident records (copy attached) show a few minor accidents on the road and no fatalities.

RECEIVED
ROAD DESIGN
SECTION

1 RDE
FDE
LE
SE
FPC
PDE
LFE
GTE
B/U

Form 734-3122

This letter is submitted as a request for exceptions to minimum design criteria as set forth in "A Policy on Geometric Design of Highways and Streets, AASHTO 1984".

This project is presently on the April 25, 1985 contract letting schedule.

Duane O. Christensen, P.E.
Road Design Engineer

by Richard A Kuehn
Richard A. Kuehn, P.E.
Final Design Engineer

cc: H.S. Coulter
E.S. Hunter
Gary Potter
Bob Poole
Dale Allen
T. W. Litchfield
Fred Eriksen

CON 21.8
Crook

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SR-B373(3)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Crook
3. FROM Dale E. Wilken, Division Administrator
4. PROGRAM NO.
5. ITEM NO. 40276

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 5 '85
REFER TO Potter
FOR

Ovg to
4/8

7. DATE AUTHORIZATION EFFECTIVE 4-3-85
8. FEDERAL ROUTE NUMBER Secondary B373
9. STATE ROUTE NUMBER County Road
10. GENERAL LOCATION: Gerke Road - Forest Boundary Section
11. GENERAL DESCRIPTION OF WORK Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 4-1-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $320,000; Federal Funds $282,080 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 2-28-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/4/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner
16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,028 4-3-85 c

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	*Title Sheet*
2	*Typical Sections & Summary*

6488
RICHARD A. KUHN

STATE OF

DEPARTMENT OF T

STATE HIGHWA

PLANS FOR PROPO

PAVIN

GERKE ROAD - FORES

FAS B373(Mc

CROOK CO
APRIL,

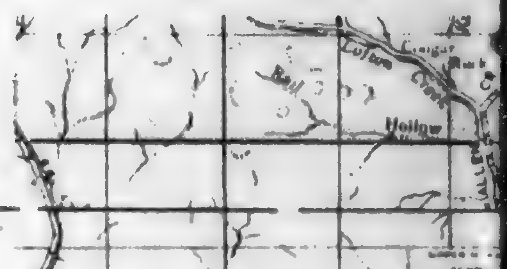
Drg. Nos.

S-1, S-5, S-12, 2201 } *Temporary Protection And Direction Of Traffic*

2126, 2126A, 2126D, 2126F, 2126G, 2126I, 40416, 33258 } *Guard Rail*

ROM RE ROE RAS FAS
RTS RECEIVED GEO
RUS APR 12 1985 RDS
RSO REGION 4 RBI
ASSIGNED

END OF PROJECT SR-B373(3)
M.P. 9.00



Sketch

Scale 0 1

BEGINNING OF PROJECT SR-B373(3)
M.P. 4.50

APPROVED BY CROOK COUNTY COURT 4/3/85
Date

Dick Hopper
Judge

Frances Burgess
County Commissioner

Bill Ewing
County Commissioner

18V-174

GERKE ROAD - FOREST BOUNDARY SEC. FAS B373 (McKAY ROAD) CROOK COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	SR-B373(3)		See Index

Overall Length Of Project - 4.5 Miles

OF OREGON

F TRANSPORTATION

HWAY DIVISION

PROPOSED PROJECT

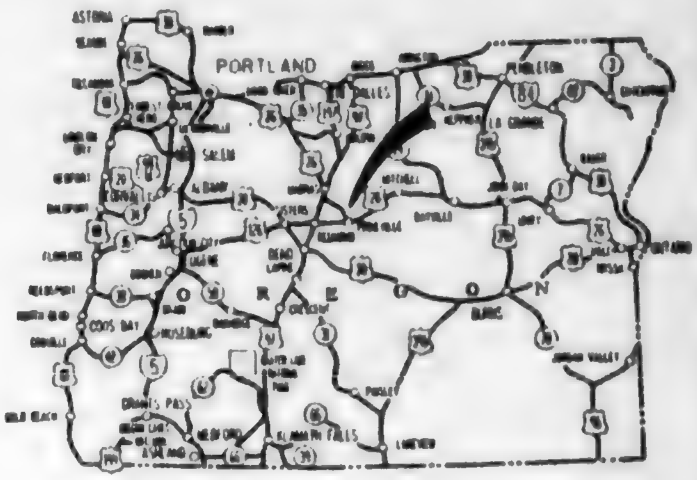
PAVING

REST BOUNDARY SEC.

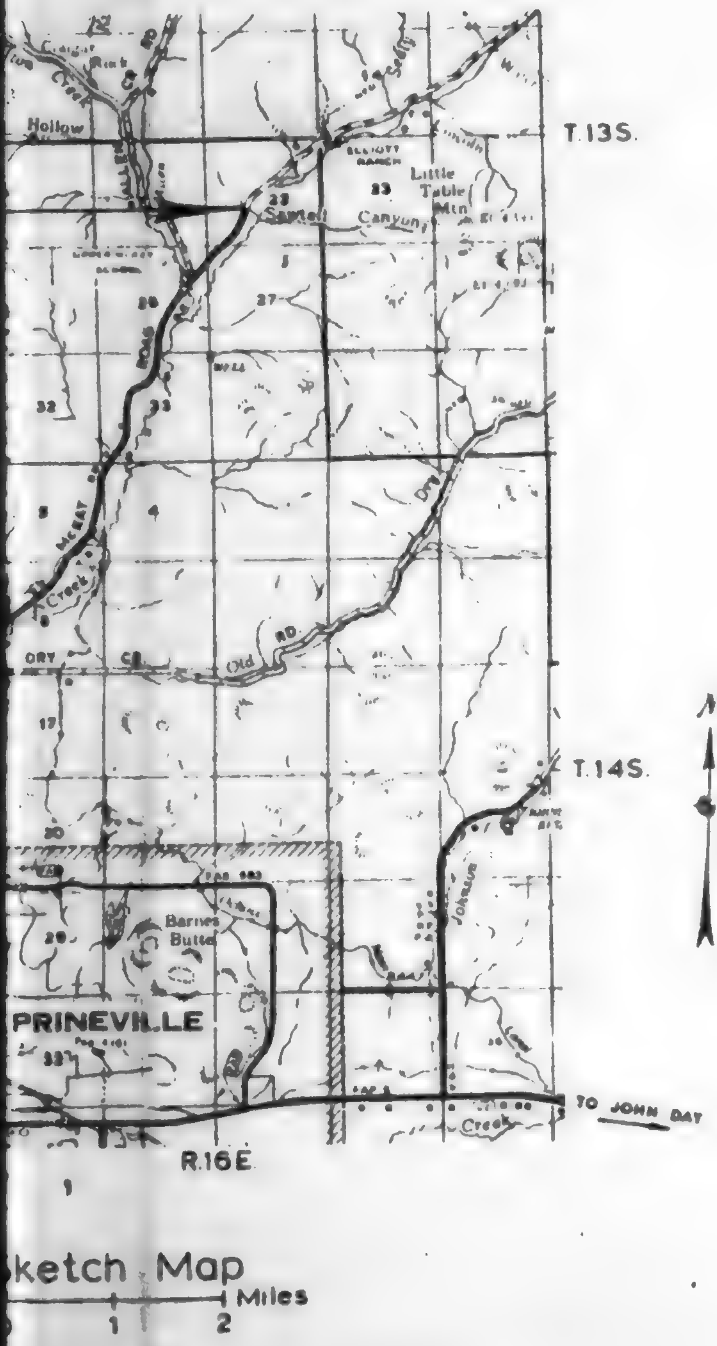
3(Mc KAY ROAD)

OOK COUNTY

RIL, 1985



ASTORIA
PORTLAND
SALEM
ALBANY
EUGENE
COOS BAY
GRANTS PASS
MEDFORD
KLAMATH FALLS
PENDLETON
LA GRANDE
JOHN DAY
BURNS
ONTARIO
PRINEVILLE
O R E G O N



Hollow
T.13S.
Little Table Mtn
Canyon
McKAY
Creek
Old RD.
T.14S.
N
Barnes Butte
PRINEVILLE
TO JOHN DAY
Creek
R.16E.
Miles
1
2

Sketch Map

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

H. S. Coulter
STATE HIGHWAY ENGINEER

E. S. Hunter
ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER

DATE

10,021

2-27-85

OF OREGON

TRANSPORTATION

WAY DIVISION

ROPOSED PROJECT

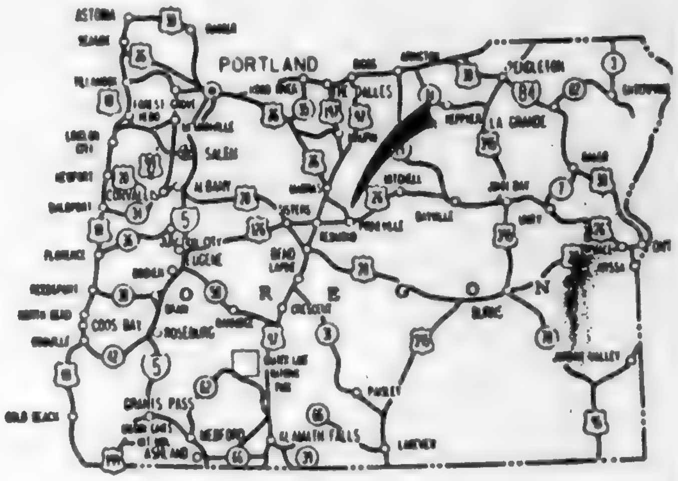
PRELIMINARY COPY
FEB 7 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

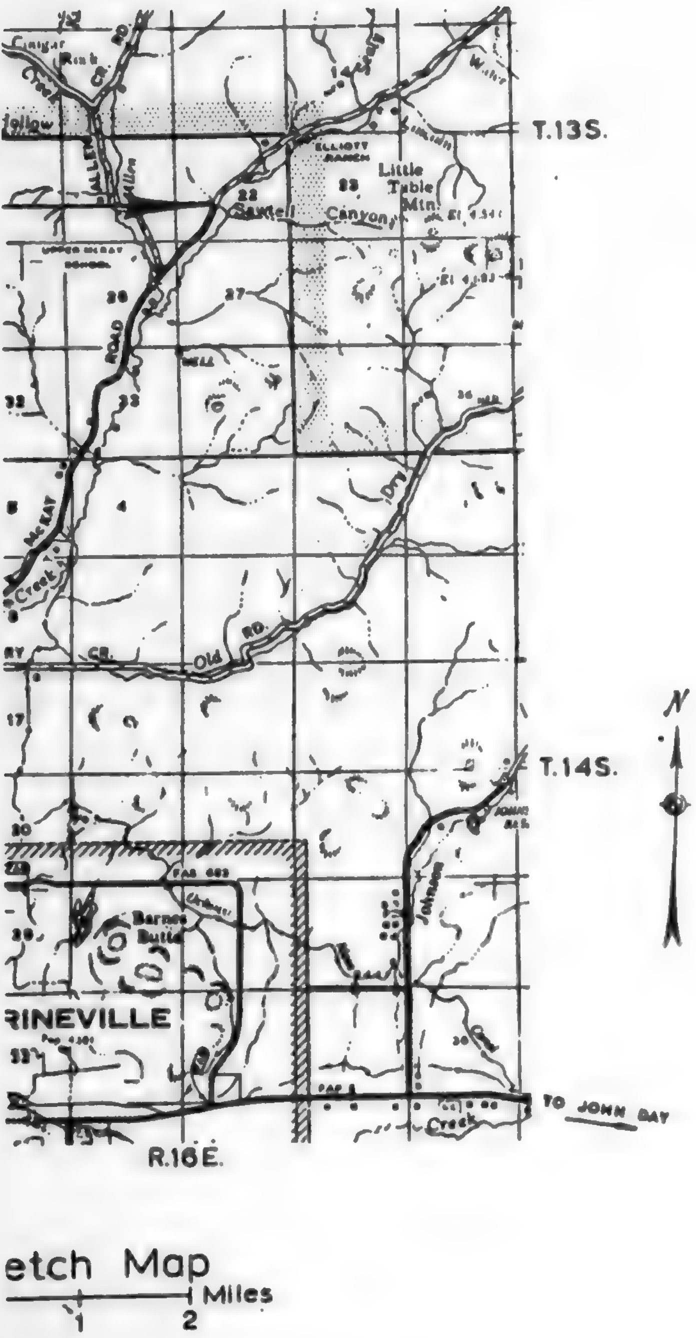
GERKE ROAD - FOREST BOUNDARY SEC. McKAY ROAD CROOK COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

REST BOUNDARY SEC.

KAY ROAD

OK COUNTY


ASTORIA
PORTLAND
PENDLETON
LA GRANDE
SALEM
ALBANY
CORVALLIS
EUGENE
BEND
PRINEVILLE
COOS BAY
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
LAKEVIEW
BURNS
O R E G O N


T.13S.
Little Table Mtn.
Canyon
T.14S.
Barnes Butte
RINEVILLE
TO JOHN DAY
R.16E.
N
Miles
1
2

etch Map

APPROVED Feb 27 1985

COUNTY COURT OF Crook COUNTY

BY Davis Hopper
COUNTY JUDGE

Frances Burgess
COUNTY COMMISSIONER

Bill Ewing
COUNTY COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATIO

H. S. Coulter
STATE HIGHWAY ENGINEER

E. S. Hunter
ASSISTANT STATE HIGHWAY ENGR

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER

DATE

10,028

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: February 27, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 40276
Project No. SR-B373(3)
Gerke Road-Forest Boundary
McKay Road
Crook County

Attached data consists of PR-1 forms with project map.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 4, 1985.

DRH:me
Attachments
cc: D.D. Allen (Region 4)
Mike Shultz, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 2-27-85

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION *(45 typewriter spaces)* Co. Rd., Approx. 4 mi. N. of Prineville 21 65	**ADT**	PRESENT 70 DHV 580	FUTURE --- (66) (70)	YEAR -- (71) (72)	REGION 10

STATE NAME: Oregon

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* Overlay 26 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)

PROJECT NUMBER
PREFIX LETTER(S) SR- 14 23
NUMBER B373 7

CARD

CLASS OF FEDERAL FUNDS: Secondary

NAME OF URBAN AREA: - - -
17-31

COUNTY NAME: Crook

ROUTE NO. S

FEDERAL-AID: B373 (32)

STATE: Co. Rd. (36) (37)

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK: CLASS	WORK: TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUND (County
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**							
5					**ROW**							
5					**CONST** (CODE) 1000	(07)	"Gerke Road-Forest Boundary Sec."	4.50	327,000	288,250	19,375	19,375
CARD 1	CODE 1	PREPARED BY DRH:me					PROJECT TOTALS	4.50	327,000	288,250	19,375	19,375
1	14	PROGRAM APPROVAL DATES 10-1-84							(16) (23)	(24) (32)		

REMARKS
Additional Data: Item
Proje

-Ove

Key No. 02548

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

2-27-85

OJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE / YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Approx. 4 mi. N. of Prineville		70 DHV 580	- - - / - -	10	Oregon	41	079	40276

D WORK (35 typewriter	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S) SR- / NUMBER B373 / SEQ. NO. (3)

I. Projects Only: POST MI. / DESIG.

S Secondary

- - -

COUNTY NAME: Crook — CODE 013

ROUTE NO. S — FEDERAL-AID B373 — STATE Co. Rd. — U.S. --

PROGRAM STAGE ☐ 1 OR ☐ 2

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
ONST (CODE) 1000	(07)	"Gerke Road-Forest Boundary Sec."	4.50	327,000	288,250	19,375	19,375	
DRH:me		PROJECT TOTALS	4.50	327,000	288,250	19,375	19,375	

PROVAL DATES

10-1-84

REMARKS

Additional Data: Item No. 40276
Project No. RS-B373(2).

02548

-Over-

USCOMM DUSCOMM-DC 46905-P61

Gerke Road-Forest Boundary

Remarks continued

Project Data: Work under this project consists of 1) overlay the existing roadway with asphaltic concrete 24 ft. in width with 1' 6" gravel shoulders; 2) adjust utilities as required; and 3) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 8220 complying with Section 116, Title U.S.C., and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 9-4-84.

Note: This project is in Congressional District No. 2.

10,028

Section Gerke Road - Forest Boundary Programming Estimate $ 289,000

Highway FAS B-373 (McKay Road) Project Length 4.5 miles

County Crook 2-27-85 Completion ~~Time~~ Date Aug 31, 1985

Kind of Work Paving Est. Comp. Date Aug 31, 1985

Prefix 507- 1936 -921 Letting Date Mar. 28, 1985 Project No. SR-B373(3)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 256,727.00

Anticipated Additional Items:

Royalty Payment. . . . . ______

Permit Fees . . . . ______

Slide Correction . . . . ______

Railroad Protective Costs . . . . ______

Other Railroad Costs . . . . ______

Permanent Signing . . . . ______

Permanent Pavement Striping. . . . . ______

Temporary Pavement Striping. . . . . ______

Remove Pavement Striping (Exist. & Temp.) . . . . ______

Temporary Erosion Control . . . . ______

State Furnished ______ . . . . . . ______

Roadside Seeding & Mulching . . . . ______

Asphalt Cement Adjustment . . . . ______

On the Job Trainees ($0.80 x ____ hrs.) . . . . ______

State Responsibility for Damages . . . . ______

Signal Controller Testing . . . . ______

"OPTICOM" Testing . . . . ______

Bikeway Signs . . . . ______

Bikeway Striping & Legend . . . . ______

Adjust Utilities:

$ 0.00

Subtotal $ 256,727.00

Contingencies (4-1/2%) 11,552.72

Engineering (8, 9, 10%) 23,105.43

Subtotal $ 291,385.15

Credit for ______ . . . . . . ______

Estimated Net Authorization, Construction . . . .$ 291,385.15

APPROVED

______

Road Design Engineer

Rev. 11/81

2/27/85 10:32

~~SUMMARY~~--BID SCHEDULE--~~COST ESTIMATE~~

OREGON STATE HIGHWAY DIVISION

SECTION Gerke Road-Forest Boundary sec
COUNTY Crook
SHEET 1 OF 1
KIND OF WORK Paving
KEY NUMBER
LENGTH
DATE
NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 2-25-85 THIS ENGINEERING ESTIMATE IS PRICED FOR BID LETTING 3-28-85					
	Mobilization		LUMP SUM	All	LUMP SUM	13,000
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	12,000.00
	Temporary Signs		Sq. Ft.	747	6.00	4,482.00
	Temporary Barricades		Each	2	70.00	140.00
	Flaggers		Hour	400	17	6,800
	Pilot Car		Hour	130	30	3,900
	ROADWORK					
	Aggregate Shoulders		Ton	1900	9	17,100
	Emulsified Asphalt Concrete Mixture		Ton	8100	11	89,100
	Emulsified Asphalt in Mixture		Ton	486	160	77,760
	Choke Aggregate		Ton	530	10	5,300
	Aggregates in Emulsified Asphalt Chip Seal		Ton	530	17	9,010
	Asphalt in Emulsified Asphalt Chip Seal		Ton	67	180	12,060
	Asphalt in Tack Coat		Ton	27	225	6,075
						256,727.00

34-1736 (REV. 2-84)

CON 21-8
Crook

STATE OF OREGON **INTEROFFICE MEMO**

TO: MEMO TO THE FILES

DATE: January 14, 1985

FROM: Joseph W. Fields
Joseph W. Fields
Surfacing Design Specialist

SUBJECT: Surfacing Design
Gerke Road - Forest Boundary
McKay Road, FAS - B373
Crook County

Crook County has proposed two overlay alternates for the subject project - Alternate No. 1, 2.0 inches A.C., Class "B"; Alternate No. 2, 3.0 inches Emulsion Treated Mix.

The existing roadway consists of ± 15 inches of pit run gravels; an oil mat with 2 - 2½ inch cold mix overlay placed by county forces. The county roadmaster estimated 1975 as the date of overlay.

Visual inspection revealed the surfacing to be in fair condition with cracking, 5 or 6 cold mix patches 300 - 400 feet long. The southbound lane is the worst - loaded log trucks use this lane. Rutting in the southbound lane varies from ¼" to 1¼". The northbound lane is grooved ¼" in some areas.

Based on the condition survey and the C.B.E. of the existing roadway, our overlay recommendation is to place a 2.0 inch open-graded Emulsion Treated Wearing Surface with a chip seal, plus 1.0 inch allowance for leveling to eliminate the traffic grooving.

JWF:bk

cc: FHWA
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
✓ Final Design Engineer
Region Geologist
Program Section
Region Federal Aid Specialist
Designer

REFERRED TO
.... Mann .... Cuno .... Henry
F.E. .... Eriksen .... Dayton ....
.... Baker .... Anderson ....
.... King .... Bedford .... Leu ....
Return Discuss Lo File Due ....
By FINAL DESIGN ENGINEER

RECEIVED
JAN 15 1985
ROAD DESIGN SECTION

.... RDE ....
1 .... FDE RK (cy) to Bice
.... LE ....
(cy) SE ....
.... FPC ....
.... PDE ....
.... LFE ....
.... OTE ....

.... BPC ....
.... FDS ....
.... CA ....
Copy All ....
Return To .... File
B/U ..../..../....

125-1387

10,028 12-14-84

Gerke Road - Forest Boundary

LOCATION NARRATIVE

SECTION: Gerke Rd. - Forest Boundary
HIGHWAY: McKay Road

COUNTY: Crook
PREFIX: 507-1936

GENERAL::
The south end of this Crook county overlay is located 3.6 miles north of the city of Prineville on Mckay Road. Mile Posts were used for stationing on this survey and they were ran from south to north starting at M.P.4.50 and going to M.P. 9.00. Two alternates have been proposed to cover the work. Alternate 1. uses 2 inches of Class "B" Asphalt Concrete Mixture for the overlay. Alternate 2. uses 3 inches of Emulsified Asphalt Concrete in Mixture for the overlay. The existing pavement is 24 feet wide with 1.5 foot shoulders and the overlay will cover only the existing pavement.

ALIGNMENT:
There will be no alignment changes required to complete the work.

TYPICAL SECTION:
The typical section has two 12 ft. travel lanes with 1.5 shoulders. The travel lanes will have either 2 or inches of either Class "B" mix or 3 inches of Emulsified Asphalt Concrete mix. The shoulders will be made with 1"-0 Aggregates.

EARTHWORK:
No earthwork is involved in this project.

DRAINAGE:
There will be no drainage problems created by this work.

GUARDRAIL AND DELINEATORS:
No guardrail or delineators will be required.

MATERIAL SOURCE:
There are Commercial sources in Prineville for the Emulsified Asphalt Concrete and in Bend and Tumalo for the Class "B" Asphalt Concrete mix.

TRAFFIC CONTROL:
Traffic control measures using signs and flaggers will be required . There are two County Roads within the limits of this project. They are Gereke Rd. and Allen Creek Rd. They will need signs.

UTILITIES:
There are no utility Conflicts.

MAILBOX TURNOUTS:
There are 9 mailbox turnouts and will use the same typical as the road approaches. No separate or additional payment will be made for this work.

ROAD APPROACHES:
There are 43 private road approaches and 2 county road connections on this project. The approaches and the county connections will be tapered to the existing approach surfacing within 2 ft. on the Class "B" mix or 3 ft. on the Emulsified mix of the edge of the shoulder pavement. No separate or additional payment will be made for this work.

RIGHT-OF-WAY:
There will be no conflicts with the right-of-way.

SPECIAL PROVISIONS:
404.43 Taper Pavement at Approaches and Connections:
On this project, the contractor shall taper the pavement at all approaches and road connections to the match the existing surfacing within a 2 ft.distance(for Class "B") and 3 ft. (for emulsified Asphalt) from the edge of the shoulder pavement. No separate or additional payment will be made for this work.

SUMMARY:
The estimated construction cost is $277,920.00 for the 2 inch Class "B" Asphalt Concrete overlay and $340,454.00 for the 3 inch Emulsified Asphalt Concrete overlay. The cost per mile for the Class "B" mix is $61,760.00 and for the Emulsified Asphalt it is $75,656.00. The estimate for the Class "B" mix is $11,080.00 under the estimated cost of the project and the estimate for the Emulsified Asphalt is $51,454.00 over the estimated cost of the project.

Wayne Coder
Wayne Coder
Asst. Project Manager
P.O. Box 5309
Bend Or. 97708

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Gereke Road - Forest Boundary		COUNTY Crook		SHEET 1 OF 2
KIND OF WORK Overlay	KEY NUMBER	LENGTH 4.5 mi	DATE 12/14/84	NAME Wayne Coder

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Alternate No 1.					
1	Mobilization		Lump Sum	All		$ 16,435
2	Temporary Protection & Direction of Traffic		Lump Sum	All		6,163
3	Temporary Signs		Sq. Ft.	92	$ 6.00	552
4	Flagging		Hour	100	17.00	1,700
5	Class "B" Asphalt Concrete Mixture		Ton	7,150	15.00	107,250
6	Asphalt in Mixture		Ton	465	180.00	83,700
7	Asphalt in Tack Coat		Ton	10.4	250.00	2,600
8	1"-0 Shoulder Aggregates		Ton	1,320	10.00	13,200
	TOTAL for Alternate No. 1					$ 231,600
Engineering and Contingencies 20%						46,320
ESTIMATED PROJECT COST for Alternate No. 1						$ 277,920
	Alternate No. 2.					
1	Mobilization		Lump Sum	All		$ 20,260
2	Temporary Protection &Direction of Traffic		Lump Sum	All		7,600
3	Temporary Signs		Sq.Ft.	92	$ 6.00	552
4	Flagging		Hour	120	17.00	2,040
5	Emulsified Asphalt Concrete Mixture		Ton	9,300	9.00	83,700
6	Emulsified Asphalt in Mixture		Ton	698	170.00	118,660
7	Aggregates in sand Choke Seal		Ton	285	15.00	4,275
8	Emulsified Asphalt in Chip Seal		Ton	67	200.00	13,400

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Gereke Road- Forest Boundary		COUNTY Crook		SHEET 2 OF 2
KIND OF WORK Overlay	KEY NUMBER	LENGTH 4.5 mi	DATE 12/14/84	NAME Wayne Coder

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Alternate No.2 (Cont.)					
9	1/4" - #10 Aggregates in Chip Seal		Ton	575	$ 15.00	$ 8,625
10	Asphalt in Tack Coat		Ton	10.4	250.00	2,600
11	Shoulder Aggregates 1" - 0		Ton	2,200	10.00	22,000
	TOTAL for Alternate No. 2					$283,712
	Engineering and Contingencies 20%					56,742
	ESTIMATED PROJECT COST for Alternate No.2					$340,454

734-1736 (REV. 2-84)

Coll 21-81
Crook

September 10, 1984

Crook County Court
300 East Third
Prineville, OR 97754

AGR 4-2

Attention: Grace G. Bannon
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8220

Gentlemen or Ladies:

Attached for your files is a fully executed copy of each of the following agreements:

* For overlay of a deteriorating 4.5 mile section of McKay Road (FAS-B373).

Covering construction of the Beaver Creek (County Road #113) Bridge #13C05.

We are retaining a fully executed copy of each of these agreements for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachments
bc: Gary Potter (agree. att.)

STATE OF OREGON INTEROFFICE MEMO

HIGHWAY DIVISION PRO

TO: H. S. Coulter
State Highway Engineer

DATE: July 23, 1984

FROM: for Gary A. Potter, Manager
Program Section

SUBJECT: Gerke Road-Forest Boundary Section
McKay Road, FAS-B373
Crook County
FAS-C Funding

Crook County has requested a project to overlay a deteriorating 4.5 mile section of McKay Road (FAS-B373). The proposed project would widen this highway to a consistent 28-foot section while adding a 2-inch asphaltic concrete overlay. No right-of-way will be required. Preliminary and Construction Engineering will be provided by the State. The project location is shown on the attached map.

JURISDICTION	SECTION	TOTAL FUNDS	FEDERAL FUNDS	STATE FUNDS	LOCAL FUNDS
Crook Co.	Gerke Rd.-Forest Boundary, McKay Rd.-Cr. #717, FAS-B373	$305,000	$268,900	$18,050	$18,050

Region 4 and this office have investigated this proposed project, confirming its validity and financing and request you authorize this project under Delegated Authority.

APPROVED BY

H S Coulter
State Highway Engineer

Date 7/25/84

MKS:pf
Attachment

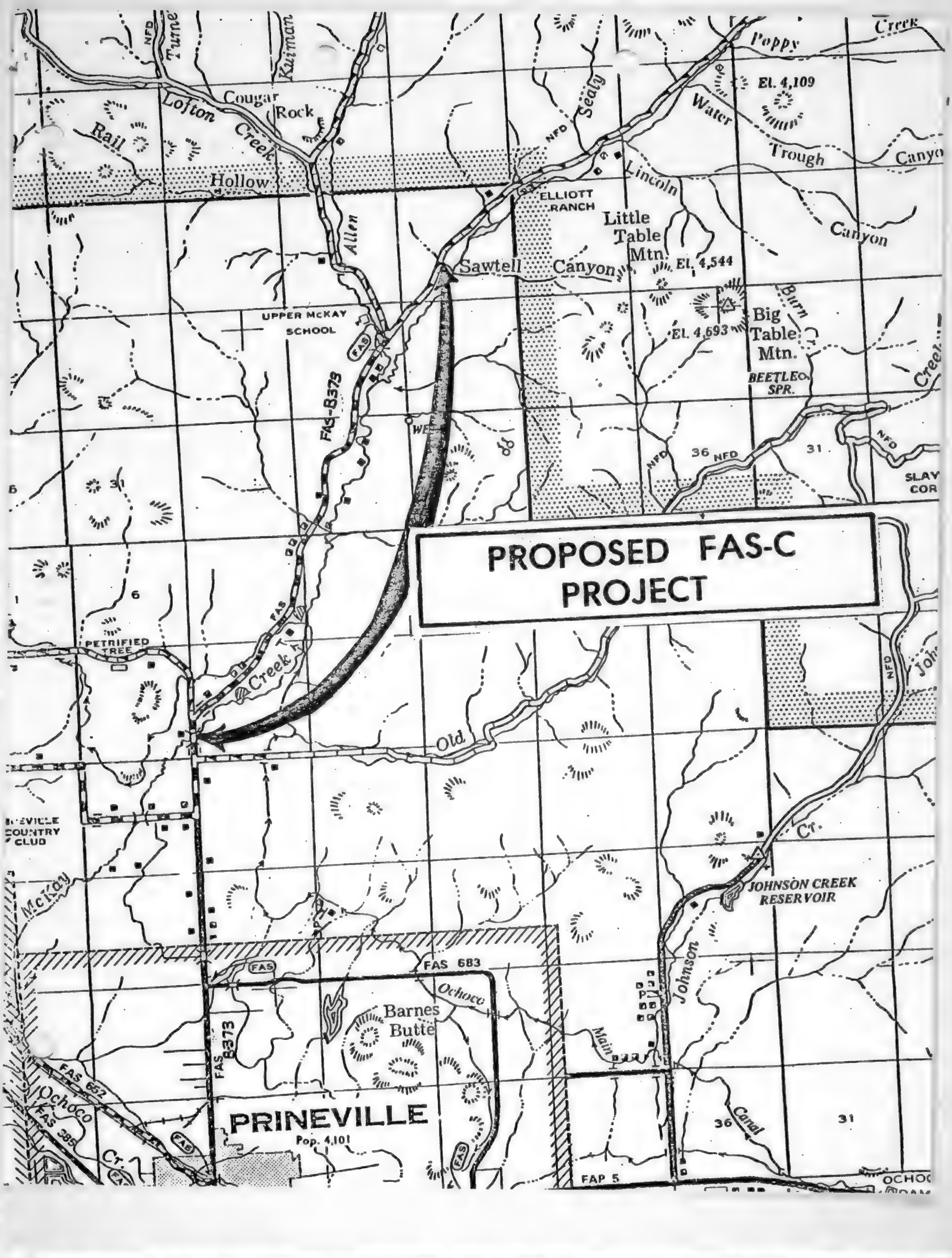
orig Gormsen
cys Potter
acct g.
Files
7-26

RECEIVED
STATE HWY ENGR
JUL 24 '84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

81-125-1387

Contains Recycled Materials


PROPOSED FAS-C PROJECT
Lofton Creek
Rail Hollow
Cougar Rock
Turner
Kuiman
Allen
Sealy
Poppy Creek
Water Trough Canyon
El. 4,109
Lincoln Canyon
ELLIOTT RANCH
Little Table Mtn.
El. 4,544
Sawtell Canyon
Big Table Mtn.
El. 4,693
Burn Cr.
BEETLE SPR.
UPPER McKAY SCHOOL
FAS-B373
FAS
NFD
PETRIFIED TREE
Creek
Old
Johnson Cr.
JOHNSON CREEK RESERVOIR
McKay
COUNTRY CLUB
FAS 683
Ochoco
Main
Barnes Butte
FAS 652
FAS 385
FAS B373
PRINEVILLE
Pop. 4,101
Canal
FAP 5
36
31
6

CON 21-8
Crook

SC

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B373(2)
2. STATE PROJECT NO. See below
2A. COUNTY NAME Crook

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

9-11-84

4. PROGRAM NO.
5. ITEM NO. 40276

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 9-5-84
8. FEDERAL ROUTE NUMBER Secondary B373
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
Gerke Road - Forest Boundary Section

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage and utility Preparatory work
☐ ACQUISITION OF RIGHT-OF-WAY
TEC $14,000 - F.F. $12,341
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by MR. Potter's PEA dated 8-24-84.

RECEIVED
STATE HWY ENGR
SEP 13 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
9/13

14. DATE 9/11/84
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administration

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

Zehner

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., Approx. 4 mi. N. of Prineville "Gerke Road-Forest Boundary Sec."	075	40276	RS-B373(2)	B373	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60' Normal

Water Development None Recreation & Historical Areas None

County Crook Code 013 Imp. Code 07

A-95 Review:

State Cl. Ho......... Exempt X Date Approved ____

Dist. 10 Cl. Ho. ..... Exempt X Date Approved ____ No Reply ____

Project Environmental Assessment: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2.

(2) ____

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
X Incl. Archeological Salvage
X " Util. Preparatory Work
___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 14,000
88.15%	FF	$ 12,341
	STATE	$ 830
	County	$ 829

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:

Enclosed is a copy of Part 1, 2 & 4 of the Project Prospectus and project map.

RDS:bkb

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
8-24-84	Original Signed By [illegible] For GARY A. POTTER	MANAGER, PROGRAM SECTION

6

10,028

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Crook Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02548

SECTION: Gerke Road--Forest Boundary

REGION: 4

C.R.

SURVEY AUTHORITY	AUTHORIZATION NO.	PREFIX	DATE
	1	507-1936	7-27-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 6,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 1,000
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		200
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		100
906 BRIDGE DESIGN			921 SPECIFICATIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		100	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$	$ 14,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER: RS-B373 (2)						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

PROGRAM SECTION
MANAGER ---- RESOURCE UNIT ----
FA UNIT ---- PROGRAM UNIT ----
NOV 23 1984
REFER TO ----
R/D ---- ACT ---- REPLY ----
DISC ---- INFO ---- FILE ----

On HIP

PREPARED BY	DATE 6/19/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 8.3.84
RECOMMENDED, REGION ENGINEER for: D.D. Allen	DATE 6/19/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 8-4-84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 9-5-84	

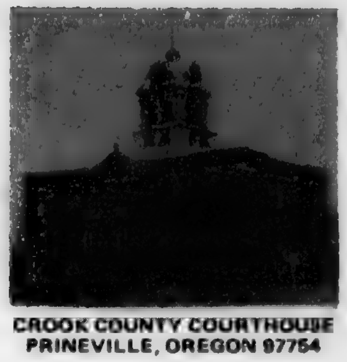
734-1914 (7-82)

10,028

Crook County Court

PHONE (503) 447-6555

DICK HOPPES, Judge
FRANCES BURGESS, Commissioner
BILL EWING, Commissioner



CROOK COUNTY COURTHOUSE
PRINEVILLE, OREGON 97754

July 17, 1984

Oregon State Department of Highways
John Hagedorn
63055 N. Highway 97
Bend, Oregon 97701

Dear John,

Crook County Road Department's reason for asking for a restoration overlay on McKay Creek Road, FAS #B-373 is as follows:

Our desire is to extend the life of the current road wear surface and improve the rideability in areas that are showing wear deterioration. This would enhance the safety features of the route, as well as lessen fuel costs for commercial and residents alike, while extending the life of the current facility.

To widen would mean right of way would have to be obtained. As we have limited right of way in this 4+ mile sector. The cost of widening and cost of right of way purchase would eliminate the possibility of doing this project.

Sincerely,

Walt Martin

Walt Martin, Roadmaster
Crook County Road Department

WM/bb

PROGRAM SECTION
JUL 20 '84
Manager
Resource Unit
Project Unit
Program Unit
REFER TO
Circulate R/D D/R
Act. Disc. Info. File

ROM RE ROE RAS FAS
RTS RECEIVED GEO
RUS JUL 17 1984 RDS
RSO REGION 4 RBI
ASSIGNED ____________

10,028

FEDERAL AID PROJECT REQUEST

6-19-84 Date:

Applicant Agency Crook County

Request for: Off System ____, FAS-C X, FAUS ____, Project

Federal Aid Route No. B 373 Route Name County Road #717--McKay Road

Project Length 4.5 miles Project Location (attach sketch map)

Project Description Overlay existing pavement--add shoulder material.

Average Daily Traffic 580 Design Speed 55

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 27' Travel Lanes 2--12' Shoulders 2--1.5' Cr. Rock

Medians No Parking No

Sidewalks No

Remarks

2. Desired Roadway Cross Section: (Attach sketch)

Width 27' Travel Lanes 1--12' Shoulders 2--1.5' Cr. Rock

Medians No Parking No

Curbed No Length Curb Radii No

Sidewalk/Bikeway No

Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks

02548

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:
NONE

2. Proposed Signalization:
Location NONE

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:
Include in project or by applicant? Applicant

4. Permanent Striping:
Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:
NONE

2. Proposed Illumination:
Location NONE

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:
Location

Type

Approach Roadway Width Shoulder Width

Length Width

To remain in place?

02548

2. Proposed Structure:

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Bill Zelenka, County Planner Office
2. Environmental	" " Office
3. Public Hearing	" " Office

Remarks

02548

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:
   Applicant ____ State X ____ Consultant ____
2. Project construction engineering to be performed by:
   Applicant ____ State X ____ Consultant ____
3. Will applicant perform any work prior to or after award of contract?
   Yes X ____ No ____
   If "yes" describe briefly: County forces may need to repair isolated soft spots prior to contract.
4. Applicant's estimate of cost for requested project:

Roadway work	$ 214,875.
Structures	
Guardrail	
R/W Costs (if participating)	
Railroad	
Illumination	
Other ____	
Mobilization and traffic control	25,785.
Construction engineering and contingencies	48,132.
Preliminary engineering	16,208.
PROJECT TOTAL	$ 305,000.

Remarks ____ 18300

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____ and/or CROOK COUNTY

BY: ____ BY: Dick Hopper

BY: ____ BY: Frances L. Burgess

BY: ____

02548

10,228

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02548

SECTION Gerke Road--Forest Boundary 6-19-84			REGION 4
STATE HIGHWAY #	HIGHWAY NAME	MILE POST FROM 4.5 TO 9.4	LENGTH 4.5 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Crook	ROAD/STREET NAME McKay Road--CR #717
ROUTE #	FEDERAL AID # FAS-B 373	APPLICANT (IF OTHER THAN STATE) Crook County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 16.	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 233.		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 8.				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
20% ~~10%~~ ENGINEERING & CONTINGENCIES	$ 48.		DESIGN CATEGORY (1-7)	6	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 289.	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 305.				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 4 / 85	RECOMMENDED FUNDING SOURCE FAS-C	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	580	
YEAR OF AVERAGE DAILY TRAFFIC	1982	

DEFINE THE PROBLEM

Existing pavement beginning to show signs of distress.

PROPOSED SOLUTION

Place 2-inch A.C. overlay.

REQUESTED, REGION ENGINEER for: D.D. Allen	DATE 6/19/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS,** whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02548

SECTION Gerke Rd--Forest Boundary

REGION 4

PROJECT JUSTIFICATION

County has opted to use its FAS-C money on this project.

The pavement overlay that is contemplated will add many years to the life of this section.

ADMINISTRATION RECOMMENDATION

INSTRUCTIONS

PROJECT JUSTIFICATION

Narration in this portion should answer who and why. This may be an old recognized problem, but what recent particulars call for submitting the project at this time? Is the project a direct result of other agreements? Information is required as to why this proposal is more important than others in the region and how it rates priority-wise with other project needs.

ADMINISTRATION RECOMMENDATION will be completed in Salem.

PROJECT PROSPECTUS

PART 2 - PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02548

SECTION Gerke Road--Forest Boundary

REGION 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED	DESIGN STANDARDS
55	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1.5			12	x	12			1.5				
				1.5			12		12			1.5				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Asph. Conc.		2"			
Shoulder agg.		2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

1985 Smith R. Br. Section 10,029
Ore. Coast Hwy. N. of Reedsport
(deck replacement)

November 15, 1985

Industrial Indemnity Co.
of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

CON 5
#10,029

Contract No. 10,029 awarded to Donald W. Thompson, Inc. for deck replacement on the Smith River Bridge of the Oregon Coast Highway in Douglas County was completed on July 18, 1985 and accepted by the State Highway Division on November 7, 1985.

Final payment in the amount of $1,000 will be released to the contractor after November 20, 1985. The total contract amount is $62,444.65 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Donald W. Thompson, Inc.
P.O. Box 866
North Bend, OR 97459

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
James J. Gix

NOTED ON CARD
11-15-85 ac

FKN:arc

10,029

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 7, 1985

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10029, On Site Work Substantially Completed June 28, 1985

All Work Completed July 18, 1985

Project Smith River Bridge

Highway Oregon Coast

County Douglas

Type of Work Deck Replacement

Contractor Donald W. Thompson, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

noted
R Gormsen

RECEIVED
NOV 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1307

160-21-

1 RDE
2 FDE RK
LE
(CV) SE
FPC
PDE
LPE
GTE

RECEIVED
JUL 29 1985
ROAD DESIGN SECTION

BPC
FDE
CAO
Copy All
Return To
B/U / /

NARRATIVE REPORT

SMITH RIVER BRIDGE
DECK REPLACEMENT
CONTRACT # 10029
PREFIX: C10029

Contract was awarded April 30, 1985. The pre-construction conference was held May 23, 1985. The placement of signing started June 13, 1985. Actual Deck Replacement began June 18, 1985 with the contract completed June 28, 1985.

Traffic Control

Two additional Road Construction Ahead signs were installed in advance of the contract signing. The heavy tourist traffic was backing up beyond the existing signs.

The flagging item was underrun do to the short time the project was under construction, nine working days.

Precast Deck Panels

No problems were encountered in the placing, bolting or the key way grouting. P.A. #1 was written to place epoxy leveling grout as per contract special provisions. The existing transverse steel beams had rivet heads raised approx. 1/2" above steel beam requiring leveling grout to be 3/4" thick along the transverse beams to avoid point loading the deck panels, this caused four of the interior beams to be higher than the rest.

Expansion Joint Coverplates

The elevation of the new beams did not match the existing deck, this caused the top of the coverplate to be 1-1/2" above to 5/8" above the existing deck. The 5/8" was foreseen because of the thickness of the coverplate.

P.A. #2 for Sika Top was written to place a ramp alleviating the bump. The sika top did not work in the areas over 5/8" in thickness. It was removed and a epoxy paving dam was placed. This worked well.

Also due to the coverplate being higher than the existing deck, the existing cover plate was not removed and steel shims were welded to the existing plate to give support to the new plate above it.

Class "C" Asphalt Concrete

This bid item was for 7 tons but 20.63 tons was required because of the irregularities of the four interior beams and elevation discrepancies of the cover plates.

A ramp approximately 15' long was placed from the epoxy paving dams onto the existing structure to remove bump caused by the high cover plates.

SFO #1

On July 9, 1985 a call was received that one of the coverplates had broken loose and was lying along side the curb. On July 10, 1985 I met with Phil Rabb of Bridge Design and Frank Morrison, Project Manager on the job site to determine what failed and what method of repair to be used. It was determined that the original design weld was not strong enough under the traffic conditions. It was also decided that since the existing coverplate was still in place with shims we would weld the new plate solid with the old one reducing the strain on the new one. So far this seems to be working. As the Contractor had completed and left the project it was decided to have the state forces start work immediately to avoid further damage to the structure. This work was completed on July 11, 1985.

Terry L. Nichols

Terry L. Nichols
Assistant Project Manager

STATEMENT OF OVERRUNS AND UNDERRUNS

Project: Smith River Bridge
Highway: Oregon Coast
County: Douglas

Contract No.: 10029
Prefix: C10029
F.A. No.: State

Item No.	Item	Unit	Original	Semifinal	± %
	SUMMARY				
	Bid Items	$	67,977.00	58,684.65	-14
	Anticipated Items	$	0.00	0.00	0
	Contingincies	$	3,858.97	3,760.00	+23
	Engineering	$	6,797.70	6,667.77	-2
	Liquidated Damages	$	0.00	0.00	0
	Total	$	77,833.67	71,112.42	-9

All substantial changes were evaluated and only those listed below meaningfully affected the total project cost.

INDIVIDUAL OVERRUNS AND UNDERRUNS

B.I. No. 006	Flaggers	Hours	1,100	302.5	-73

Project was completed in 9 working days requiring only 2 flaggers per shift.

B.I. No. 010	Class "C" Asphalt	Tons	7.0	20.63	+195

Expansion joint cover plates did not match existing structure for elevation. This required a paved taper onto existing structure to relieve vertical bump.

P.A. No. 3001A	Furnish Epoxy Grout	Cu. Ft.	10	12	+20

Additional Epoxy required to place paving dam for additional Class "C" Asphalt placed on Bid Item No. 10.

10,029

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SMITH RIVER BR.

WEEK ENDING: JULY 13, 1985

SECTION PREFIX: C10029

HIGHWAY: OREGON COAST

COUNTY: DOUGLAS

NAME OF JOB: SMITH RIVER BRIDGE

KIND OF WORK: DECK REPLACEMENT

CONTRACTOR: DONALD W. THOMPSON, INC.

CONTRACT NUMBER: 10029

FEDERAL AID PROJECT NUMBER: STATE

DATE OF CONTRACT: APRIL 30, 1985

DATE WORK STARTED: JUNE 13, 1985

ESTIMATED COMPLETION DATE: JUNE 30, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS

CALENDAR DAYS USED

SPECIFIED COMPLETION DATE: JUNE 30, 1985

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 77,833.67

EXCLUSIVE OF ENGINEERING: $ 71,035.97

ENGINEERING AUTHORIZATION: $ 6,797.70

~~This Week 931.88~~

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 71,035.97

ENGINEERING COST TO DATE: $ 6,428.45

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 8 %

PERCENT OF AUTHORIZATION: 95 %

DATE PROJECT WAS COMPLETED: JUNE 28, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
0	0	100	0		100	0	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100%		16 EA.		7.0 TN
TOTAL QUANTITIES CORRECTED TO DATE	100%		16 EA.		21.0 TN
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	100%		16 EA		21.0
AVERAGE DAILY QUANTITIES			0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0		0		
NUMBER OF SHIFTS PER DAY	0		0		0
HOURS PER SHIFT	0		0		0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 7				
MONDAY 8				
TUESDAY 9				
WEDNESDAY 10				
THURSDAY 11				
FRIDAY 12				
SATURDAY 13				

CE E CAE .... RECEIVED LS .... TC ....
COE .... OM ....
SA .... CC ....
OE .... JUL 15 1985 FE .... CP ....
CA .... PQC ....
CAM .... CONSTRUCTION QCS ....
EEO .... SECTION FILE ....

CONTR. NO: C10029 DATE: JUNE 29, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 7	No activity. PROJECT COMPLETED
8 **MONDAY**	
9 **TUESDAY**	
10 **WEDNESDAY**	WELDED EXPANSION COVER PLATES IN PLACE STATE FORCE ORDER 1
11 **THURSDAY**	COMPLETED STATE FORCE ORDER 1.
12 **FRIDAY**	
13 **SATURDAY**	

REMARKS

NEXT WEEK: ANTICIPATE COMPLETION OF SEMI-FINAL ESTIMATE.

SIGNED F.D. Morrison LOCATION COQUILLE, OR

F.D. MORRISON, PROJ. MGR.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

[illegible]

MH 12-1-1
Smith R.

rll

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHF-2-3(14)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Douglas
3. FROM Dale E. Wilken, Division Administrator
FHWA - Oregon Division
4. PROGRAM NO.
5. ITEM NO. 50120
6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 3/4/85
8. FEDERAL ROUTE NUMBER Primary 2
9. STATE ROUTE NUMBER Primary 9
10. GENERAL LOCATION: Smith River Bridge #2129
11. GENERAL DESCRIPTION OF WORK Withdraw Project
12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ XX OTHER *(Specify)* See Below

13. REMARKS

As requested by Mr. Potter's letter of 2/28/85 the withdrawal of the subject project as a bridge rehabilitation project is approved. It should be noted that this work is eligible for regular Federal-aid primary funding.

RECEIVED
STATE HWY ENGR
MAR 8 '85
REFER TO Potter
FOR

Info	Invest	R/D	D/R	Sign	Act	File

Orig. to 3/8

14. DATE 3/6/85
15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner
16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

MAI 14-1-1
Smith R.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

DATE: February 28, 1985

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Withdrawal
Project No. BHF-2-3(14)
Smith River Bridge Section
Coos Highway
Douglas County

I request your approval to withdraw the subject project from the Federal-Aid Program. The reason for this withdrawal is that the subject structure does not carry a high enough sufficiency rating. State funds will finance the subject project.

Attached is a modified agreement releasing these funds from the Federal-Aid Program in the amount of $8,400.00 in Federal funds.

RHZ:pf
Attachment

cc: Kit Leshk
General Files ✓

Form 734-3122

[illegible] 14-1-1

STATE OF OREGON **INTEROFFICE MEMO**

DES 23
2129

TO: James G. Gix
Region 3 Engineer

DATE: February 8, 1985

ORIGINAL SIGNED
JERALD E. BACKSTRAND

FROM: Jerald E. Backstrand, P.E.
Assistant Bridge Engineer

SUBJECT:
Smith River Bridge 2129
Coast Highway, Douglas County
Redecking of the Drawspan

Attached is one copy of the Structure Inventory and Appraisal for the subject structure. The report shows that the present sufficiency rating is 74.9. The Maintenance Section made an analysis of the rating and the effect that this project would have on it. It was determined that due to the geometry of the structure, the roadway width and the ADT that the maximum rating would be 77, even if the structure were in excellent condition.

In addition, FHWA has a policy that federal funds can be used on projects only if the sufficiency rating is above 80 or can be increased to 80 with the project. Since this project has been set up for HBR funds but does not meet FHWA Standards, we can anticipate difficulty in acquiring FHWA approval. We have talked with Herb Schell, FHWA, and have an indication that they would at least consider the approval of federal funds for this project, but if approved, the structure would have to be removed from the HBR list for a period of 15 years.

Considering the above information, it appears that we should consider an alternate source of funds in order to expedite this project and not to jeopardize the possibility of replacing the structure during the next 15 years. The project estimate is $56,000. An April 4, 1985 bid opening is anticipated in order to complete the work prior to the July 4th holiday.

TJS:smd

Attachment

~~cc E. S.~~ Hunter
Gary Potter

NOTED
E. S. HUNTER

RECEIVED
STATE HWY ENGR
FEB 8 '85
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

10,029 1-30-85

[illegible]
Smith R

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

DOUGLAS CO.

SEE INSTRUCTIONS ON REVERSE

SECTION Smith River Bridge No. 2129		KEY ID# 02666	
		REGION 3	
Hwy #9 SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 10-1954	DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		500	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		3,000	921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST			924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		500	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES		100			
						TOTALS	$	$ 10,500

RIGHT-OF-WAY PREFIX

PREVIOUS AUTHORIZATION $

FEDERAL AID PROJECT NUMBER BHF-2-3(14)

ADD. AUTH. REQUIRED $

LOCATION ENGINEER'S REMARKS

This authority is for the preparation of plans and specifications for contract construction of new deck on I-beam span of Bridge No. 2129.

RECEIVED
FEB 11 1985
ROAD DESIGN SECTION

1 RDE
C.Y. FDE
LE
C.Y. SE
3 ~~FPC~~ ED
2 PDE
LFE
GTE
4 FPC JBm

BPC
FDS
CAD
Copy All
Return To
B/U / /

APPROVED BY O.T.C. 11/20/84

PREPARED BY Duane Kirby	DATE 10-19-84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 1/30/85
RECOMMENDED, REGION ENGINEER X	DATE 10/23/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12/5/84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02666				
SECTION Smith River Bridge, No. 2129			REGION 3	
STATE HIGHWAY #	HIGHWAY NAME Oregon Coast		MILE POST FROM 210.45 TO 201.46	LENGTH 0.01
☐ URBAN ☒ RURAL	CITY	COUNTY Douglas	ROAD/STREET NAME	
ROUTE # 101	FEDERAL AID #	APPLICANT (IF OTHER THAN STATE)		

COST ESTIMATES (000's)		PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING	$ 5	GRADING (✓)		FILES (#)	0
RIGHT OF WAY	$	PAVING (✓)		ACRES (#)	0
ROADWAY	$	STRUCTURES (✓)	x	RELOCATIONS (#)	0
STRUCTURES	$ 26	SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
Temporary SIGNALS	$ 3	SIGNALS Temporary (✓)	x	PRELIMINARY ENGINEERING (S,C,A)	S
Barrier ILLUMINATION	$ 2	ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 1	Barrier Temporary	x	RIGHT OF WAY DESCRIPTIONS (S,C,A)	n/a
Mobilization	$ 3	ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	n/a
40% ENGINEERING & CONTINGENCIES	$ 14	DESIGN CATEGORY (1-7)	7	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION	$ 48	WORK TYPE (1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE	$ 53				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 3 / 85	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR 1985

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	N	Temporary 1
BIKE PATH (Y/N)	Y	N
AVERAGE DAILY TRAFFIC	7200	7300
YEAR OF AVERAGE DAILY TRAFFIC	1983	1985

DEFINE THE PROBLEM

The 41 foot I-beam span has a wood deck. The wood is deteriorated and needs replaced in 1985. Present sufficiency rating is 75.4 on this structure.

PROPOSED SOLUTION

Replace wood deck on I-beam span with precast concrete deck and 1½" rubberized AC overlay.

(See attached summary of cost estimate for redecking the removable span.)

REQUESTED, REGION ENGINEER X W. J. Dunn	DATE 10/23/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02666	
SECTION Smith River Bridge No. 2129	REGION 3

PROJECT JUSTIFICATION

This structure was built in 1936.

The 40-ft. I-beam span has a wood deck that is deteriorated and needs replaced in 1985.

This is a removable span but State has an agreement with Coast Guard that it doesn't have to be opened.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02666

SECTION Smith River Bridge No. 2129

REGION 3

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	N	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	N	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	S	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	S	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	N	RR CROSSING	N	DISPOSAL SITE	S	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	E	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#) 0	NEW (#) 0

RIGHT-OF-WAY						
ACQUISITIONS		RELOCATIONS				
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)			
0	0	0	0			
RIGHT-OF-WAY LIAISON	0	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N	

UTILITIES (LIST BELOW)

COMPANIES
None

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1.5'			12	×	12			1.5'				
				1.5'			12		12			1.5'				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	41	27	26,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
Location Engineer
Date 1-30-85

734-1912 (7-82)

PROJECT PROSPECTUS
PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

SECTION Smith River Bridge No. 2129	**KEY ID #** 02666 **REGION** 3

ESTIMATED RIGHT-OF-WAY IMPACTS

There is no right-of-way needed for this project.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

This project is a deck replacement which would be consistent with the comprehensive plan.

No land use impact is expected.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

The project will make the bridge more safe by having a good deck for the traffic.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

No impact on rivers, streams, wetlands, threatened or endangered species or other ecological resources.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

No impact on parks, historic properties or other cultural or scenic resources.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

No material will be put into Smith River during the project.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

State-wide categorical exclusion with minimal potential for impacts to all phases.

OTHER DOCUMENTATION

PREPARED BY X Duane Kirby	**TELEPHONE NUMBER** 440-3399	**FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE**

02666

Smith River Br.
TJS
2/16/84

Douglas
2129

Summary of Cost Estimate for Redecking Removable Span

Grid Deck Alternate

Remove existing deck = $\$5^{00}/ft^2$
Paint & clean stringers = $2^{00}/ft^2$
6½" (Grid deck - 5" = $30^{00}/ft^2$
Concrete Filler (2½") = $2^{50}/ft^2$
Overlay - 1½" Rubberized A.C. = $1^{50}/ft^2$)
Total Cost = $\$41^{00}/ft^2$

Note: Concrete filler & overlay will give better riding surface. However, these could be eliminated & studs welded to grid at about $\$3^{00}/ft^2$.

- Additional item of Temp. Protection & Direction of Traffic typical for all alternates.

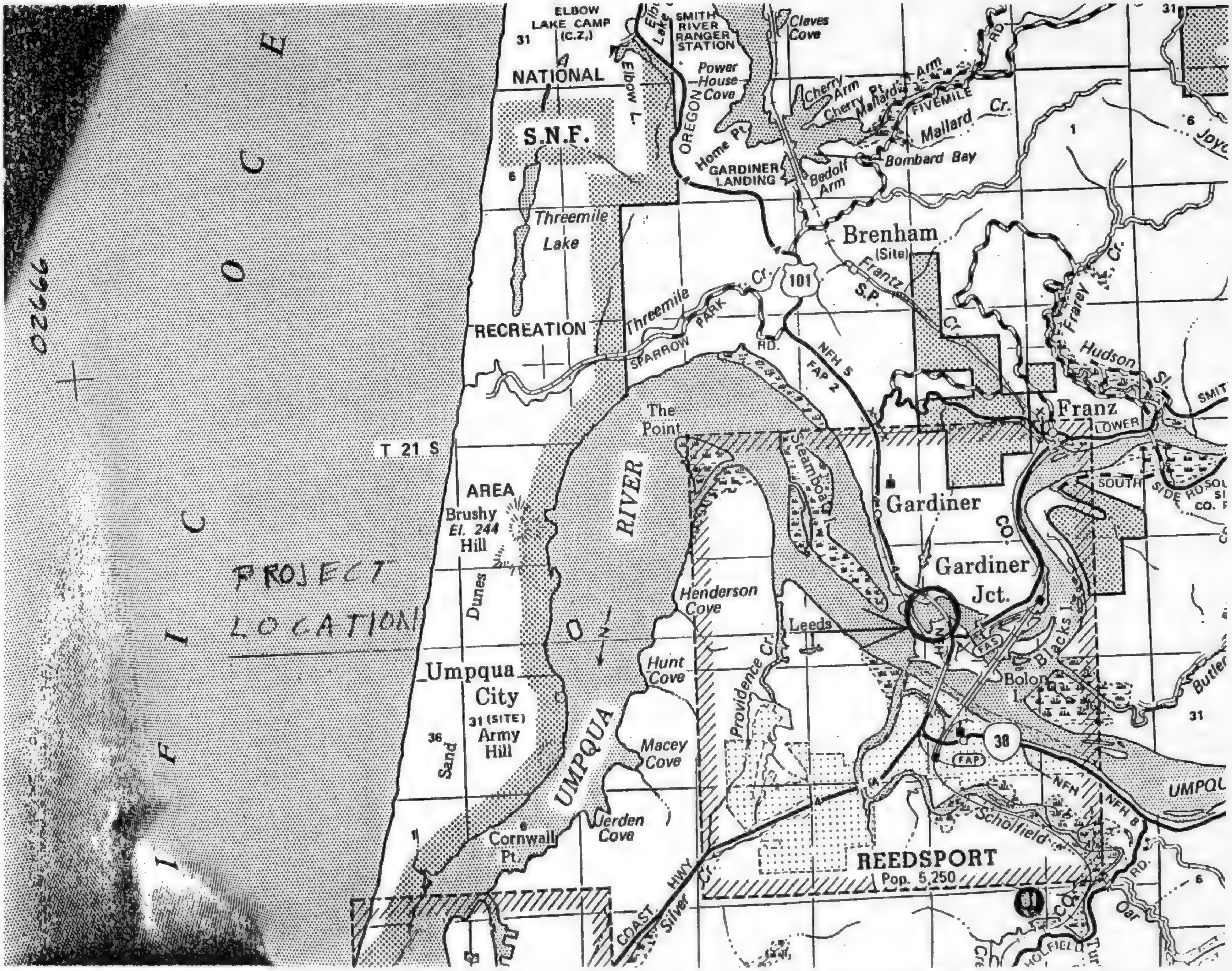
C.I.P. Concrete Deck Alternate (Composite for live load)

Remove extg. deck = $\$5^{00}/ft^2$
Paint & Clean Stringers = $2^{00}/ft^2$
6½" Concrete Deck w/ shear conn. for composite action. = $15^{00}/ft^2$
Total Cost = $\$22^{00}/ft^2$

Precast Concrete Deck Alternate (Composite for live load)

Remove extg. deck = $\$5^{00}/ft^2$
Paint & Clean Stringers = $2^{00}/ft^2$
6½" (5" Precast Concrete Panels = $15^{00}/ft^2$
1½" Overlay - Rubberized A.C. = $1^{50}/ft^2$)
Total Cost = $\$23^{50}/ft^2$

Note: All 3 alternates could be done under stage construction & would require temporary barrier plus signals, etc. These prices do


PROJECT LOCATION
02666
O C E
F I C
T 21 S
NATIONAL
S.N.F.
RECREATION
AREA
ELBOW LAKE CAMP (C.Z.)
Elbow L.
SMITH RIVER RANGER STATION
Cleves Cove
Power House Cove
OREGON
Home Pt.
GARDINER LANDING
Bedolf Arm
Bombard Bay
Mallard Cr.
FIVEMILE
Threemile Lake
Threemile Cr.
SPARROW PARK RD.
101
Brenham (Site)
Frantz S.P.
Frarey Cr.
Hudson Sl.
Franz
LOWER
NFH 5
FAP 2
The Point
Steamboat
RIVER
UMPQUA
Gardiner
Gardiner Jct.
CO.
SOUTH SIDE RD
Brushy El. 244 Hill
Dunes
Umpqua City
31 (SITE) Army Hill
Sand
Henderson Cove
Leeds
Hunt Cove
Providence Cr.
Macey Cove
Jerden Cove
Cornwall Pt.
Blacks I.
Bolon I.
38
FAS
FAP
NFH
NFH 8
Scholfield
REEDSPORT
Pop. 5,250
COAST HWY
Silver Cr.
Butler
Oar
Joyce
31
6
1
36

Mai 14-1-1
Smith R

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BHF-2-3(14)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Douglas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

12-7-84

4. PROGRAM NO.

5. ITEM NO. 50120

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 12/5/84

8. FEDERAL ROUTE NUMBER Primary 2

9. STATE ROUTE NUMBER Primary 9

10. GENERAL LOCATION:

Smith River Bridge #2129

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

XX ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage & utility preparatory work

☐ ACQUISITION OF RIGHT-OF-WAY

TEC $10,500
FF $8,400

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 11/29/84 subject to assurance that SR of 80+ will be obtained by proposed work.

RECEIVED
STATE HWY ENGR
DEC 10 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

14. DATE 12/7/84

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE for Division Administrator

FORM PR-1240 PREVIOUS EDITIONS MAY BE USED

NA [illegible]
[illegible]
[illegible]
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

DATE: November 6, 1984

TO: Oregon Transportation Commission

FROM: for H.S. Coulter
State Highway Engineer

SUBJECT: Requests for Approval to Add Sixteen Projects to and Remove one from the Six Year Program

On your Agenda for your consideration at the November 20 meeting will be a request to add the following projects to the Six Year Highway Improvement Program.

SECTION: Columbia River Highway Slide Correction (MP 53)
HIGHWAY: Columbia River
COUNTY: Hood River
PROGRAM YR: 1985
FUNDING: I-4R
Total Estimated Cost: $ 475,000

DESCRIPTION: A rock slide recently occurred at M.P. 53 of the Columbia River Highway and inspection shows the potential for future slides. This project would scale the existing rock face and create a bench.

IMPACT: Interstate 4R funds are available, the impact on funding would be minimal.

The following projects to be added are all Highway Bridge Replacement funded. HBR funds are available; the impact will be small.

SECTION: Davis Slough Bridge #6516
HIGHWAY: Coos Bay - Roseburg
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 106,000

DESCRIPTION: Wooden piles and caps are badly deteriorated. The project would replace wood piles and cap with concrete.

SECTION: Lampa Creek Bridge #03184
HIGHWAY: Coquille - Bandon
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 675,000

DESCRIPTION: This is a badly deteriorated wooden structure built in 1923. The project is for replacement with a concrete structure.

SECTION: Shingle House Slough Bridge #3166A
HIGHWAY: Oregon Coast
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 576,000

DESCRIPTION: This bridge has a wooden substructure situated in the intertidal zone and is subject to limnoria attack. The project is for replacement with a concrete structure.

SECTION: Shingle House Slough Bridge #6514
HIGHWAY: Oregon Coast
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 366,000

DESCRIPTION: This bridge has a wooden substructure situated in the intertidal zone and is subject to limnora attack. The project is for replacement with a concrete structure.

SECTION: Tenmile Creek Bridge #0949
HIGHWAY: Oregon Coast (Frontage Road)
COUNTY: Coos
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 403,000

DESCRIPTION: This is a wooden structure built in 1924. The project is for replacement with a concrete structure.

SECTION: Creek Bridge #1755C
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 110,000

DESCRIPTION: The present structure is wood, built in 1932. The project is for replacement with a 60" culvert.

SECTION: Creek Bridge #1755I
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 91,000

DESCRIPTION: This is a wooden structure built in 1932. The project is for replacement with double 65" x 40" arch pipe culverts.

SECTION: Creek Bridge #17550
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost $ 213,000

DESCRIPTION: This is a wooden structure built in 1932. The project is for replacement with a concrete structure.

SECTION: Green Creek Bridge #4019
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 276,000

DESCRIPTION: This is a wooden structure built in 1931. The project is for replacement with a concrete structure.

SECTION: R/W Bridge on Lt. #6688
HIGHWAY: Florence - Eugene
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 33,000

DESCRIPTION: This wooden structure is badly deteriorated. The project is for replacement with a concrete bridge or pipe.

SECTION: Washburn Irrig. Ditch Bridge #1755F
HIGHWAY: Mapleton - Junction City
COUNTY: Lane
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 110,000

DESCRIPTION: This bridge, built in 1932, has a wooden substructure. The project is for replacement with double 81" x 59" arch pipe culverts.

SECTION: Shan Creek Bridge #01672
HIGHWAY: Rogue River Loop
COUNTY: Josephine
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 481,600

DESCRIPTION: This is a wooden structure built in 1927. The project is for replacement with a structure.

SECTION: Smith River Bridge #02129
HIGHWAY: Oregon Coast Highway
COUNTY: Douglas
PROGRAM YR: 1985 Construction
FUNDING: HBR
Total Estimated Cost: $ 48,000

DESCRIPTION: The wooden deck on the structure is deteriorated. The project calls for replacing the deck with precast concrete and rubberized AC overlay.

SECTION: Warner Canyon Creek (Or. 140) Br. #02344
HIGHWAY: Klamath Falls - Lakeview
COUNTY: Lake
PROGRAM YR: 1986 Construction
FUNDING: HBR
Total Estimated Cost: $ 125,000

DESCRIPTION: The existing structure is obsolete. This project is for replacement with a concrete slab span structure.

SECTION: Birch Creek (Ochoco Hwy.) Br. #05009
HIGHWAY: Ochoco
COUNTY: Wheeler
PROGRAM YR: 1986 Construction
FUNDING: HBR
Total Estimated Cost: $ 90,000

DESCRIPTION: The existing structure is functionally and structurally obsolete. The project is for replacement with a concrete slab span structure.

The following is a request to remove a project from the Six Year Program.

SECTION: Enterprise - Lewiston Hwy. Rockfalls
HIGHWAY: Enterprise - Lewiston
COUNTY: Wallowa
PROGRAM YR: 1987 Construction
FUNDING: FAP
Total Estimated Cost: $ 50,000

DESCRIPTION: Investigation has found no apparent problems due to falling rocks.

IMPACT: Due to a short supply of FAP funds this change will have a positive effect on the Program.

cc: Fred D. Miller
R.W. Gormsen
R.N. Bothman
E.S. Hunter
W.E. Schwartz
G.A. Potter
C.O. Fredrickson
J.H. Versteeg
L.E. George
Cam Gilmour
F.E. Terpin
V.E. Skoog
Region Engineers
George Bell

RM:me

1985	District 14 Chip Seal Proj. on various hwys. (pavement sealing)	10,030

[illegible]

April 9, 1986

CON 5 - #10,030

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 10,030 awarded to Oregon Asphaltic Paving Co. for the District 14 Chip Seal Project in Grant and Harney Counties was completed on January 6, 1986, and accepted by the State Highway Division on March 28, 1986.

Final payment in the amount of $4,270.30 will be released to the contractor after April 14, 1986. The total contract amount is $189,848.50 and no work was performed under force account.

You have been advised previously that a claim has been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Oregon Asphaltic Paving Co.
P.O. Box 16537
Portland, OR 97216

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Robert D. Hector

10,030

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
#10030

TO: Robert Gormsen
Manager, Commission Services

DATE: March 28, 1986

FROM: W. E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10030, On Site Work Substantially Completed 8-16-85

All Work Completed 1-6-86

Project District 14 Chip Seal Project

Highway Various

County Grant & Harney

Type of Work Pavement Sealing

Contractor Oregon Asphaltic Paving Co.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-8-86 - Surety letter written.

on CAP report

noted
R Gormsen

RECEIVED
APR 1 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

	SECTION District 14 Chip Seal Project	WEEK ENDING Nov. 23, 1985
		SECTION PREFIX C10030
	HIGHWAY Various	COUNTY Grant & Harney
NAME OF JOB District 14 Chip Seal	KIND OF WORK Pavement Sealing	
CONTRACTOR Oregon Asphaltic Paving Co.	CONTRACT NUMBER 10030	FEDERAL AID PROJECT NUMBER STATE
DATE OF CONTRACT April 30, 1985	DATE WORK STARTED	ESTIMATED COMPLETION DATE August 16, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: 0 SUPERVISION: 0	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 206,116	SPECIFIED COMPLETION DATE September 15, 1985	PERCENT OF TIME ELAPSED 79
EXCLUSIVE OF ENGINEERING: $ 189,772	ENGINEERING AUTHORIZATION $ 16,344	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 188,305	ENGINEERING COST TO DATE $ 12,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 91
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . . 1 %	PERCENT OF AUTHORIZATION . . . . 76 %	DATE PROJECT WAS COMPLETED: August 16, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		Haul & Place Agg
.	.	.	.	.	.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				21	21
MILES PARTIALLY COMPLETED				21	21
MILES COMPLETED				21	21
TOTAL ESTIMATED QUANTITIES (CONTRACT)				480tn	4,000cy
TOTAL QUANTITIES CORRECTED TO DATE				492tn	4,348cy
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				592tn	4,348cy
AVERAGE DAILY QUANTITIES				0tn	0cy
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 17	Cloudy, Snow			
MONDAY 18	Ptly Cloudy			
TUESDAY 19	Ptly Cloudy			
WEDNESDAY 20	Overcast, Snow			
THURSDAY 21	Ptly Cloudy			
FRIDAY 22	Ptly Cloudy			
SATURDAY 23				

CONTR. NO: 10030 DATE: Nov. 23, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

17 SUNDAY	No activity.
18 MONDAY	No activity.
19 TUESDAY	One man completed semifinal estimate and submitted to Region.
20 WEDNESDAY	No activity.
21 THURSDAY	No activity.
22 FRIDAY	No activity.
23 SATURDAY	No activity.

REMARKS

FINAL REPORT- Semifinal estimate submitted on Tuesday.

SIGNED C.D. Hiatt, DMS LOCATION Ontario

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

10,030

CL1985-0182

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
OCT 21 1985
BARBARA ROBERTS
SECRETARY OF STATE

October 18, 1985

Barricade Brokers Inc.
Attn: Al Nichols
P.O. Box 06490
Portland, OR 97206

CON 5
IN REPLY REFER TO FILE NO.:
#10,011 #10,030
#10,012 #10,104

This will acknowledge your letter of September 27, 1985, filing claims against the following Highway Division contracts:

FILED BY: Barricade Brokers Inc.

FOR: Temporary signs

AGAINST (Prime contractor): Oregon Asphaltic Paving Co.

Contract No. 10,011
Pamburn Road-Milton-Freewater Section
Oregon-Washington Highway
Umatilla County
Amount: $257.51

Contract No. 10,012
SW Cedar Street (Pilot Rock)-Junction Heppner Highway
Pendleton-John Day Highway
Umatilla County
Amount: $205.28

Contract No. 10,030
District 14 Chip Seal Project
Grant and Harney Counties
Amount: $8,494

NOTED ON CARDS
11-19-85 BK

Contract No. 10,104
Starr Ridge-Cottonwood Creek Section
John Day-Burns Highway
Grant County
Amount: $3,983

SURETY: Safeco Insurance Company of America

AGENT: Downey Insurance Agency, Inc.

We will advise the surety and the contractor of the receipt of these claims. We will also forward them to the Secretary of State for filing.

Please advise this office when your claims have been paid.

ORIGINAL SIGNED
ROBERT W. GORMSEN

Robert W. Gormsen
COMMISSION SERVICES

cc: Oregon Asphaltic Paving Co.
11760 N.E. Glisan
P.O. Box 16537
Portland, OR 97216

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

COPY

RECEIVED
OCT 24 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Barricade Brokers Inc.
Your Barricade Specialist Sales • Rentals
P.O. Box 06490 • Portland, Oregon 97206
777-6335

State of Oregon
Robert Gormsen Rm 121
Transportation Building
Salem, OR 97310

September 27, 1985

Dear Mr. Gormsen:

This is a formal notice of claim for labors and materials in regards to the following projects as of 9-26-85.

Contract No. 10,011
Pamburn Rd. Milton Freewater Sec.
Amt. due - $257.51

Contract No. 10,012
S.W. Ceder St. (Pilot Rock) Jct. Heppner Hwy. Sec.
Amt. due - $205.28

Contract No. 10,030
District 14 Chip Seal Project.
Amt. due - $8,494.00

Contract No. 10,104
Starr Ridge Cottonwood Creek Sec.
Amt. due - $3983.00

This claim is in regards to the bid item for temporary signs. Please feel free to contact me if you need any information regarding invoice #s or quantities.

Thank You,

Al Nichols
BARRICADE BROKERS INC.

cc:. David R. Ambrose, Attorney at Law
Oregon Asphaltic Paving Co.
Michael J. Gardner, Project Manager
C.D. Hiatt, Project Manager
Ken Warrington , Project Inspector

RECEIVED
OCT 1 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10,030

files

Barricade Brokers Inc.
Your Barricade Specialist Sales • Rentals
P.O. Box 06490 • Portland, Oregon 97206
777-6335

State of Oregon
Robert Gormsen Rm 121
Transportation Building
Salem, OR 97310

September 27, 1985

Dear Mr. Gormsen:

This is a formal notice of claim for labors and materials in regards to the following projects as of 9-26-85.

Contract No. 10.011
Pamburn Rd. Milton Freewater Sec.
Amt. due. - $257.51

Contract No. 10,012
S.W. Ceder St. (Pilot Rock) Jct. Heppner Hwy. Sec.
Amt. due - $205.28

Contract No. 10,030
District 14 Chip Seal Project
Amt. due - $8,494.00

Contract No. 10,104
Starr Ridge Cottonwood Creek Sec.
Amt. due - $3983.00

Thank You,

Robert Gormsen
BARRICADE BROKERS INC.

Bob signed in error - Barricade sent in another letter -

P.S. This claim is in regards to the bid item for temporary signs.

RECEIVED
SEP 30 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Rec'd Unsigned

1985 Pioneer Mt. Sec, Corvallis 10,031
Newport Hwy. northeast of Toledo
(paving)

March 31, 1986

CON 5 - 10,031

Safeco Insurance Company of America
4101 S.W. Kruse Way
Lake Oswego, OR 97034

Contract No. 10,031 awarded to Morse Bros., Inc. for paving on the Pioneer Mountain Section of the Corvallis-Newport Highway in Lincoln County was completed on October 28, 1985, and accepted by the State Highway Division on March 6, 1986.

Final payment in the amount of $10,424.80 will be released to the contractor after April 7, 1986. The total contract amount is $327,545.17 and no work was performed under force account.

No claims for labor or material hve been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Morse Bros., Inc.
P.O. Box 7
Lebanon, OR 97355

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

10,031

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10031

TO: Robert Gormsen
Manager, Commission Services

DATE: March 6, 1986

FROM: Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10031, On Site Work Substantially Completed August 14, 1985

All Work Completed October 28, 1985

Project Pioneer Mountain

Highway Corvallis-Newport

County Lincoln

Type of Work Paving

Contractor Morse Bros., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2
3-31-86 - Surety letter written.

Noted
R Gormsen

RECEIVED
MAR 7 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 81-734-3001

OREGON STATE HIGHWAY DI   ON

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pioneer Mountain		WEEK ENDING: November 1, 1985
		Expenditure Account C10031
HIGHWAY: Corvallis-Newport		COUNTY: Lincoln
ANE OF JOB: Pioneer Mountain Section	KIND OF WORK: Paving	
ONTRACTOR: Morse Bros., Inc.	CONTRACT NUMBER: C10031	FEDERAL AID PROJECT NUMBER: State
ATE OF CONTRACT: April 30, 1985	DATE WORK STARTED: June 28, 1985	ESTIMATED COMPLETION DATE: ugust 14 , 1985
VERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS:	WORK DAYS USED:
IEN: SUPERVISION:	SPECIFIED CALENDAR DAYS:	CALENDAR DAYS USED:
ROJECT AUTHORIZATION: $ 398,878.16	SPECIFIED COMPLETION DATE: Sept. 15, 1985	PERCENT OF TIME ELAPSED: 100
XCLUSIVE OF ENGINEERING: $ 367,249.05	ENGINEERING AUTHORIZATION: $ 31,629.11	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
STIMATED COST OF COMPLETED ROJECT, EXCLUSIVE OF NGINEERING: $ 367,249.05	ENGINEERING COST TO DATE: 32,850.21	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95
STIMATED PERCENT: OVERRUN UNDERRUN ____%	PERCENT OF AUTHORIZATION: 104 ____%	DATE PROJECT WAS COMPLETED: ugust 14, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

LEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
ILES IN PROJECT	2.62				
ILES PARTIALLY COMPLETED	0.0				
ILES COMPLETED	2.62				
OTAL ESTIMATED QUANTITIES (CONTRACT)	1100 ton				
OTAL QUANTITIES CORRECTED TO DATE	1431 t0n				
STIMATED QUANTITIES MOVED OR PLACED TO DATE	1431 ton				
VERAGE DAILY QUANTITIES					
VERAGE DAILY QUANTITIES NECESSARY TO OMPLETE PROJECT ON TIME	complete				
UMBER OF SHIFTS PER DAY					
OURS PER SHIFT					

QUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 27	showers			
MONDAY 28	showers			
TUESDAY 29	showers			
WEDNESDAY 30	showers			
THURSDAY 31	showers			
FRIDAY 1	showers			
SATURDAY 2				

RECEIVED
NOV 05 1985
CONSTRUCTION SECTION
CE ___ CAE ___ LS ___ TC ___
COE ___ OM ___ SA ___ CC ___
OE ___ FE ___ CP ___
CA ___ PQC ___
CAM ___ QCS ___
EEO ___ FILE ___

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 27	No activity
MONDAY 28	No activity
TUESDAY 29	No activity
WEDNESDAY 30	No activity
THURSDAY 31	No activity
FRIDAY 1	No activity
SATURDAY 2	No activity

REMARKS

The third Notification has been sent.

SIGNED ______________ C.W. Elroy, Project Manager LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

10031

PROJECT INSPECTION REPORT

Oregon Department of Transportation
HIGHWAY DIVISION

Intermediate ☐
Final ☒

Project Name Pioneer Mountain				Contract No. 10031
Highway Corvallis-Newport			County Lincoln	Prefix No. C 10031
Contract Time Elapsed %	Contract Work Completed %	Contract Work Quality	Contract Work Progress	F.A. Project No. State
Inspection date August 27,1985		By Ken Husby, Region Construction Engineer		

In company with
Chuck Elroy, Project Manager
Bob Reinhard, General Superintendent for Morse Bros., Richard Bastedo, paving inspector

REMARKS

(Scope of inspection, Findings, Recommendations, Instructions, etc.)

The class "C" asphalt concrete placed on this project shows good workmanship through it's neat and clean appearance. Riding qualities are very satisfactory and meets the tolerance test requirements of a rolling straightedge for smoothness.

Settlement of the roadway in this Section of the highway during the past 25 years has caused the guardrail to become uneven and should have been adjusted under the contract for aesthetic, safety and legal purposes.

The depressed pavement markers placed by the State Forces are short of epoxy and stand the chance of being broken by traffic. Epoxy should be applied across the whole base of the marker for bearing purposes.

cc Ken Husby — If paving of this section created a safety problem with respect to the guard rail, you should take appropriate corrective action. Please do

G Wimer

cc WE Schwartz

RECEIVED
SEP 04 1985
CONSTRUCTION SECTION

[✓ CE] F [✓ CAE]
[✓ COE] H OM
[✓ OE]
CA
CAM
EEO
LS TC
SA CC
FE [✓ CP]
PQC
QCS
FILE

(USE ADDITIONAL SHEETS AS REQUIRED)

FINAL INSPECTION CHECKLIST

NOTED
W. E. SCHWARTZ

Never closed	Date opened to traffic or in operation
Aug. 14,1985	Date of Second Notification
Aug. 8,1985	Date Contractor's notice for semi-final inspection received
Aug. 14,1985	Date Contractor removed equipment, plant, etc.
Sept. 30,1985	Estimated submittal date of semi-final estimate
Aug. 27,1985	Recommended acceptance date of completed contract work

RECEIVED
STATE HWY ENGR
SEP 10 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Original to: Construction Engineer
Copy to: Region Engineer
District Engineer
Resident Engineer
Project Mgt. (Final Only)
FHWA (Final F.A. Only)
Project Engineer (If Applicable)

Signed Kenneth E Husby
Title Region Constr Engr.

CON [illegible]
[illegible]
[illegible]

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Bill Anhorn
Region 2 Engineer

DATE: April 10, 1985

FROM: Rick Kuehn Richard Kuehn
Final Design Engineer

SUBJECT: Pioneer Mountain Section
Corvallis-Newport Hwy.
Lincoln County
18V-217

Reference to sheet 2 typical sections, paved shoulder width.

All existing asphalt should be over-layed. The climbing lane width shown as 1' should be 1'-4' Var. and the 2 lane paved shoulder width shown 2' should be 2'-5' Var.

The asphalt quantities shown on plans should be adequate.

RK:as

cc: Charles Elroy
John Grassman

[illegible]

February 21, 1985

Robert C. Buswell, Sr.
SRS Box 305
South Beach, Oregon 97366

MAI

[illegible]

In your February 1 letter, pavement surfacing problems on our state highways in Lincoln County were mentioned. We are aware that a lot of resurfacing and other work needs to be done on our state highways in Lincoln County.

The current Six-Year Highway Improvement Program includes over $8,000,000 for construction on highways in Lincoln County. In addition, a pavement preservation type of surfacing (asphalt overlay) is scheduled for the Pioneer Mountain Section, on the Corvallis-Newport Highway (US20) this summer. The Burnt Woods-Dudley Hill Section is also on the schedule for reconstruction in Benton County.

Some of our highway surfacing is beyond the point where an overlay is cost effective and in these cases our maintenance forces try to hold the surfacing together by intermittent patching, which admittedly, is in some sections, a band-aid type approach until reconstruction can be scheduled. Intermittent patching was done last summer on the Oregon Coast Highway from the Yaquina Bay Bridge to Beaver Creek and in several sections of US20 between Newport and Burnt Woods.

I realize that the areas you mentioned specifically do not have construction improvements on our Six-Year Program and your input in updating our plan would be encouraged. A brochure is included to explain the Six-Year Program planning process. Our District Maintenance Supervisor, John Grassman, will be contacting you in the near future to discuss your comments in more detail. He is responsible for the maintenance on state highways in the Corvallis District which includes Lincoln County and should be advised of any state highway maintenance-type problems in your area.

H. S. Coulter
State Highway Engineer

Enclosure

DH:jms sl

bc Robert N. Bothman
E. S. Hunter
W. E. Schwartz
R. P. Hamilton
W. G. Anhorn
John Grassman

REGION 2 OFFICE
RECEIVED
FEB 12 1985
RLO..... RQS.....
RE ...... RCE...... RME...... ROM ......
RTS ...... RLS...... RPC...... RFS ......
RUS...... RG ...... RSR ......

RECEIVED
STATE HWY ENGR
FEB 5 '85
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File
		X				

SRS Box 305
South Beach, Oregon 97366

February 1, 1985

Anhorn
R/D

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310.

Gentlemen:

I would just as soon the Department didn't treat this as another crank letter, because it is not. I have given this a lot of thought and have been waiting for several years for some improvement in the State Highways in Lincoln County. A long, long time. And there is none. Why are the highways under state jurisdiction allowed to deteriorate the way they are? I am surprised that some of the highway officials who travel through, or the Governor, or some of our Senators and Representatives haven't had something to say about the shape of the roads in Lincoln County. I would rather not hear that it is because of lack of funds. More on that later.

They highways in Lincoln County, under the State Highway system, are a disgrace. You can travel south, and as soon as you enter Lane County, the road is a lot better. Go north into Tillamook, and a little east into Polk counties, and the highway gets better. Go east toward Benton County and it gets better.

We have been dodging chuck holes now for several years between Waldport and Newport, and especially between Lost creek and the Yaquina Bay bridge. (South Beach area) The chuck holes on highway 20, around Eddyville, Burnt Woods and east are a real disgrace, let along a very dangerous situation. I pity the people with small mini cars and the little wheels and tires. The holes are enough to shake a load off a log truck.

Now as to cost. All of our taxes keep going up, including gasoline tax that was to fix the highways. We haven't seen a highway truck doing any repairs for quite a while. The only trucks of late are on the Yaquina Bay bridge. We haven't see a repair crew out for some time in the areas that really need it. And while we're on the subject of patching roads, if some of them can't patch roads any better than they do, they should remove themselves fromthe crew. Some of the patches are rougher than the holes. We're pretty sure there issome money for keeping the highways up because of the work being done in the Valley, Portland area, central and eastern Oregon. Pretty nice highways over there.

I believe that if less money was spent on advertising for more tourists on the coast to come, and put it on the roadways in Lincoln County, the tourists would probably come back of their own accord. I hear a lot of criticism from the tourists on the highways here.

I also would not want to hear you say that the poor roads are due to bad weather. The whole month of January and a lot of last fall was perfect for doing necessary road maintenance.

Now, there is one thing I would like to commend the Highway Department on, and that is the use of the reflector buttons, orange on the center line and white on the white marked area. That is a really big help to motorists at night and especially during wet weather, when it is hard to see the traffic lane lines. That is something that should really be kept up. I have heard a whole lot of good comments on that. Also, the crews seem to get going and do a good job on the sanding in areas that are slick and frosty.

Thank you for listening.

Sincerely,
R.C. Buswell Sr
Robert C. Buswell Sr

CC to Governor Atiyeh
CC to Senator Brenneman
CC to Representative Max Rijken

RECEIVED
FEB 5 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

1985 Thomas Cr.(Jordan Rd.) Sec, 10,032
Jordan Road S.E. of Stayton
(grading, paving & structure) #2

10,032

Oregon Department of Transportation
HIGHWAY DIVISION

HIGHWAY DIVISION INVOICE

C

			AGENCY 02	CURRENT DOCUMENT NUMBER 146032
YOUR ORDER NUMBER	BILLING REQ. NUMBER CA 5892		DATE 9-29-87	VENDOR NUMBER 0000189390-00

Linn County
Roadmaster
3010 Ferry Street SW
Albany, Oregon 97321

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
434 TRANSPORTATION BUILDING
SALEM OR 97310-0780

T.C.	E.A. SUB JOB	SPECD	ORG. UNIT	OBJ DTL	ACT.	REVENUE SOURCE	AGY. SRC	AMOUNT
~~615~~ 617	C10032-000	L02	8016			844010		$ 507.26

PROG	APP SYM	FUND CODE	FUND DETAIL	FUND SOURCE

↑ FOLD

DESCRIPTION	TOTAL PRICE
Final Settlement BROS 2200(3), SOS 2200(2) Thomas Creek (Jordon Road) Bridge See attached itemized statement GL 1140	$ 507.26
SPECIAL INSTRUCTIONS (FOR ACCOUNTING USE ONLY)	
TOTAL AMOUNT DUE	$ 507.26

734-1150 (11-86)

IF YOU HAVE QUESTIONS ABOUT THIS INVOICE PLEASE CONTACT: Anne Hernandez (INVOICE PREPARER) PH. 378-5034

10,032

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: June 2, 1987

COUNTY: Linn AGREEMENT NO: 6981 PROJECT NO: BROS-SOS-2200 (2,3)

CONTRACT NO: 10,032 SECTION: Thomas Creek Bridge

PRELIMINARY ENGINEERING PREFIX C222-1974

	Participating	Non Participating
Project Manager P1	$ 5,940.49	$
Project Manager P2 SOS	3,257.94	64.79
Citizen Involvement	11.59	
Finald Design	4,741.63	
Preliminary Design	188.64	
Right of Way Descriptions	679.02	
Region Geology	447.89	
Traffic Section	82.18	
Right-of-Way Liaison	102.57	
Utility Liaison	417.95	
Photogrammetry	97.75	
Location P1	2,202.18	
Program Section	179.68	
Administrative Services	100.38	
Environmental Section P1	6,415.33	
Environmental Section P2 SOS	21,066.51	3.26
Structural Foundations	3,113.99	
Free Bridge Design	13,623.07	
Free Specifications	1,015.33	
Right-of-Way Utility Engineer	64.86	
Hydraulics	1,517.99	
Public Hearing Charges	4,396.24	
TOTAL P.E. Cost	$ 69,663.21	$ 68.05
Less Free Bridge Design & Spec's.	(14,638.40)	
TOTAL P.E. COST CHARGEABLE TO COUNTY	$ 55,024.81	$ 68.05

CONSTRUCTION PREFIX C10032 & C222-1031

Payment to Contractor	$246,345.88	$
Field Engineering	24,939.07	1,138.51
Program Section	117.51	
Technical Services	5,028.94	
Region Office Charges	235.36	
Administrative Services	269.57	
Environmental Section	497.50	
Materials Section	5,863.93	
Interest on Final Payment		35.88
	$283,297.76	$1,174.39

SUMMARY

Participating P.E. Cost	$ 55,024.81
Participating Const. Cost	283,297.76
TOTAL PARTICIPATING COST	$338,322.57

FEDERAL FUNDS

P.E. (SOS) 88.15%	$ 21,442.00	
P.E. (HBR) 80%	24,560.29	
CONST. (HBR) 80%	226,638.21	(272,640.50)
SUBTOTAL		$ 65,682.07
Plus Non Participating County Cost		1,242.44
Less 1/2 Non Participating Field Engineering State Share		(569.25)
Less County's Advance Deposit		
P.E. AD #549	$ 3,558.00	
P.E. AD #83-49	5,190.00	
Const. AD #85-31	45,100.00	
Const. AD #85-39	12,000.00	(65,848.00)
BALANCE DUE FROM COUNTY		$ 507.26

MKS:me

4/21/87

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	C10032	000		150	7500		.00	1.96
	C10032	000		150	7500		.00	1.96
	C10032	000		150			.00	1.96
	C10032	000		503	0100		.00	50.75
	C10032	000		503	0100		.00	50.75
	C10032	000		503	7500		.00	50.75
	C10032	000		503	7500		.00	50.75
	C10032	000		503			.00	101.50
	C10032	000		504	0100		.00	5.40
	C10032	000		504	0100		.00	5.40
	C10032	000		504	7430		.00	4.56
	C10032	000		504	7430		.00	4.56
	C10032	000		504	7500		.00	5.40
	C10032	000		504	7500		.00	5.40
	C10032	000		504	8015		.00	27.00
	C10032	000		504	8015		.00	27.00
	C10032	000		504			.00	42.36
	C10032	000		548	0966		.00	60.00
	C10032	000		548	0966		.00	60.00
	C10032	000		548			.00	60.00
	C10032	000		550	2042		.00	18.40
	C10032	000		550	2042		.00	18.40
	C10032	000		550	8214		.00	24.00
	C10032	000		550	8214		.00	24.00
	C10032	000		550			.00	42.40
	C10032	000		555	0521		.00	21.35
	C10032	000		555	0521		.00	21.35
	C10032	000		555			.00	21.35
	C10032	000		556	0521		.00	.00
	C10032	000		556	0521		.00	.00
	C10032	000		556			.00	.00

*** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

4-21-87

10082

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	C10032	000					.00	269.57
	C10032	000	010	001	0813		.00	225.39
	C10032	000	010	001	0813		.00	225.39
	C10032	000	010	001	0821		.00	248.67
	C10032	000	010	001	0821		.00	248.67
	C10032	000	010	001			.00	474.06
	C10032	000	010	030	0813		.00	70.41
	C10032	000	010	030	0813		.00	70.41
	C10032	000	010	030			.00	70.41
	C10032	000	010				.00	544.47
	C10032	000	020	250	0100		.00	2.08
	C10032	000	020	250	0100		.00	2.08
	C10032	000	020	250			.00	2.08
	C10032	000	020				.00	2.08
	C10032	000	900	001	2042		.00	401.52
	C10032	000	900	001	2042		.00	401.52
	C10032	000	900	001	8016		.00	539.42
	C10032	000	900	001	8016		.00	539.42
	C10032	000	900	001			.00	940.94
	C10032	000	900	138	8016		.00	22.00
	C10032	000	900	138	8016		.00	22.00
	C10032	000	900	138			.00	22.00
	C10032	000	900	470	8015		.00	20.98
	C10032	000	900	470	8015		.00	20.98
	C10032	000	900	470			.00	20.98
	C10032	000	900	550	2042		.00	22.00
	C10032	000	900	550	2042		.00	22.00
	C10032	000	900	550	8016		.00	356.00
	C10032	000	900	550	8016		.00	356.00
	C10032	000	900	550	8051		.00	32.50

Administrative SERVICES

Project Manager

546.55

*** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

```
                                   JOB COST SUMMARY
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED

                                                CREW      MSA          CURRENT                 BALANCE TO
 BIEN      EA      SUBJOB   ACTIVITY  OBJ-DETAIL  NUMBER    FIELD         MONTH                    DATE

         C10032     000       900       550       8051                             .00              32.50

         C10032     000       900       550                                        .00             410.50

         C10032     000       900       551       8015                             .00             104.00
         C10032     000       900       551       8015                             .00             104.00

         C10032     000       900       551                                        .00             104.00

         C10032     000       900                                                  .00           1,498.42   Field

         C10032     000       901       001       7363                             .00              42.16
         C10032     000       901       001       7363                             .00              42.16

         C10032     000       901       001       7365                             .00             109.53
         C10032     000       901       001       7365                             .00             109.53

         C10032     000       901       001       7430                             .00           1,245.46
         C10032     000       901       001       7430                             .00           1,245.46

         C10032     000       901       001                                        .00           1,397.15

         C10032     000       901       134       7400                             .00               8.30
         C10032     000       901       134       7400                             .00               8.30

         C10032     000       901       134                                        .00               8.30

         C10032     000       901       504       7363                             .00              13.25
         C10032     000       901       504       7363                             .00              13.25

         C10032     000       901       504                                        .00              13.25

         C10032     000       901       548       0966                             .00              60.00
         C10032     000       901       548       0966                             .00              60.00

         C10032     000       901       548                                        .00              60.00

         C10032     000       901                                                  .00           1,478.70   Field

         C10032     000       920       001       0631                             .00              79.16
         C10032     000       920       001       0631                             .00              79.16

         C10032     000       920       001                                        .00              79.16

         C10032     000       920                                                  .00              79.16   PROGRAM

         C10032     000       923       001       7530                             .00             469.50
         C10032     000       923       001       7530                             .00             469.50

    *** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES
```

```
                                    JOB COST SUMMARY
                         EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                PAYROLL CHARGES ARE LOADED

                                                  CREW      MSA        CURRENT              BALANCE TO
BIEN      EA      SUBJOB   ACTIVITY   OBJ-DETAIL  NUMBER    FIELD      MONTH                   DATE
        C10032     000       923        001                                     .00             469.50

        C10032     000       923        548       0966                          .00              28.00
        C10032     000       923        548       0966                          .00              28.00

        C10032     000       923        548                                     .00              28.00

        C10032     000       923                                                .00             497.50   Envieon

        C10032     000       940        001       8213                          .00           1,121.59
        C10032     000       940        001       8213                          .00           1,121.59

        C10032     000       940        001       8221                          .00              58.19
        C10032     000       940        001       8221                          .00              58.19

        C10032     000       940        001       8240                          .00              42.96
        C10032     000       940        001       8240                          .00              42.96

        C10032     000       940        001                                     .00           1,222.74

        C10032     000       940        030       8213                          .00                .01
        C10032     000       940        030       8213                          .00                .01

        C10032     000       940        030                                     .00                .01

        C10032     000       940        548       8213                          .00              77.00
        C10032     000       940        548       8213                          .00              77.00

        C10032     000       940        548                                     .00              77.00

        C10032     000       940        550       8200                          .00               2.60
        C10032     000       940        550       8200                          .00               2.60

        C10032     000       940        550       8213                          .00              99.50
        C10032     000       940        550       8213                          .00              99.50

        C10032     000       940        550                                     .00             102.10

        C10032     000       940        551       2042                          .00             616.00
        C10032     000       940        551       2042                          .00             616.00

        C10032     000       940        551       3015                          .00             195.00
        C10032     000       940        551       3015                          .00             195.00

        C10032     000       940        551       8015                          .00             462.00
        C10032     000       940        551       8015                          .00             462.00

        C10032     000       940        551       8016                          .00           2,335.08
        C10032     000       940        551       8016                          .00           2,335.08

   *** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES
```

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE
	C10032	000	940	551	8200		.00	130.00
	C10032	000	940	551	8200		.00	130.00
	C10032	000	940	551	8213		.00	550.00
	C10032	000	940	551	8213		.00	550.00
	C10032	000	940	551	8215		.00	174.00
	C10032	000	940	551	8215		.00	174.00
	C10032	000	940	551			.00	4,462.08
	C10032	000	940				.00	5,863.93
	C10032	000					.00	10,233.83
	C10032	000					.00	10,233.83
	C10032	001		349	8016		.00	35.88
	C10032	001		349	8016		.00	35.88
	C10032	001		349			.00	35.88
	C10032	001		566	8015		.00	35.03
	C10032	001		566	8015		.00	35.03
	C10032	001		566			.00	35.03
	C10032	001					.00	70.91
	C10032	001	901	001	7430		.00	99.47
	C10032	001	901	001	7430		.00	99.47
	C10032	001	901	001			.00	99.47
	C10032	001	901				.00	99.47
	C10032	001					.00	170.38
	C10032	001					.00	170.38
	C10032	010	900	598	0521		.00	1,403.99
	C10032	010	900	598	0521		.00	1,403.99
	C10032	010	900	598			.00	1,403.99
	C10032	010	900				.00	1,403.99
	C10032	010					.00	1,403.99

interest NON

NON Eng. Field
1538.49

*** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

```
4/21/87                                   JOB COST SUMMARY                                         PAGE    19
                              EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                     PAYROLL CHARGES ARE LOADED

                                                               CREW      MSA              CURRENT                   BALANCE TO
  BIEN       EA        SUBJOB    ACTIVITY    OBJ-DETAIL       NUMBER    FIELD              MONTH                      DATE
           C10032       010
                                                                                                   .00                 1,403.99

           C10032       011                     199            0100                               .00                     .45
           C10032       011                     199            0100                               .00                     .45

           C10032       011                     199
                                                                                                   .00                     .45

           C10032       011                     300            0100                               .00              240,313.13
           C10032       011                     300            0100                               .00              240,313.13

           C10032       011                     300
                                                                                                   .00              240,313.13   Contractor
           C10032       011
                                                                                                   .00              240,313.58

           C10032       011        900          001            8015                               .00               12,010.91
           C10032       011        900          001            8015                               .00               12,010.91

           C10032       011        900          001            8016                               .00                3,449.43
           C10032       011        900          001            8016                               .00                3,449.43

           C10032       011        900          001
                                                                                                   .00               15,460.34

           C10032       011        900          030            8015                               .00                  769.40
           C10032       011        900          030            8015                               .00                  769.40

           C10032       011        900          030            8016                               .00                  152.23
           C10032       011        900          030            8016                               .00                  152.23

           C10032       011        900          030
                                                                                                   .00                  921.63

           C10032       011        900          134            8016                               .00                   20.49
           C10032       011        900          134            8016                               .00                   20.49

           C10032       011        900          134
                                                                                                   .00                   20.49

           C10032       011        900          138            8016                               .00                    1.67
           C10032       011        900          138            8016                               .00                    1.67

           C10032       011        900          138
                                                                                                   .00                    1.67

           C10032       011        900          470            8015                               .00                    2.31
           C10032       011        900          470            8015                               .00                    2.31

           C10032       011        900          470
                                                                                                   .00                    2.31

           C10032       011        900          550            8015                               .00                1,601.20
           C10032       011        900          550            8015                               .00                1,601.20

           C10032       011        900          550            8016                               .00                  349.60
   *** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES
```

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

BIEN	EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
	C10032	011	900	550	8016		.00	349.60	
	C10032	011	900	550			.00	1,950.80	
	C10032	011	900	598	0521		.00	1,403.99-	
	C10032	011	900	598	0521		.00	1,403.99-	
	C10032	011	900	598			.00	1,403.99-	
	C10032	011	900				.00	16,953.25	
	C10032	011					.00	257,266.83	
	C10032	011			8016		.00	15,460.08	***
	C10032	011			8016		.00	15,460.08	***
	C10032	011					.00	15,460.08	***
	C10032	011					.00	15,460.08	***
	C10032	011					.00	15,460.08	***
	C10032	011					.00	272,726.91	
	C10032						.00	284,535.11	
							.00	2,419,076.43	

*** INDICATES PRIOR TO JULY 1,1985 EXPENDITURES

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE Oregon

FEDERAL AID PROJECT NO. BROS-2200(3)

PROGRAM APPROVED

VOUCHER PERIOD From: 4/03/85 To: 11/21/86

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
284,472.15	283,297.76	80%	226,638.21✓	226,638.21	-0-

117

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ *Authorized Officer* 2/18/87 *Date*

Acting Controller

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	THOMAS CREEK (JORDAN RD.) BRIDGE SECTION COUNTY ROAD LINN COUNTY					
	Construction Type Code X081 Structure #12958A (Sta. 10+00 to Sta. 13+75)					
	Final Contract Payment Summary	Lump Sum			$246,345.88	
	Construction Engineering					
	State	All Required			$ 36,951.88	
	TOTAL PARTICIPATING PROJECT COST				**$283,297.76**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 35.88	
	Construction Engineering	All Required			1,138.51	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 1,174.39**	
	TOTAL PROJECT COST				**$284,472.15**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 2/12/87.					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        JUNE 1985        PAGE  270

                                                                        FISCAL           GRAND TOTAL    ACTIVE  YRS
        DESCRIPTION                      PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH     YEAR TO DATE      TO DATE       BEG    END

   SPTC XING-MT HOPE RD           CONT NO          FA PROJ NOS RRS 000S017 100                                          STATE
                                      222   1029      900     03 P 1        72.83            72.83             72.83     85     85
                                                      TOT     P1            72.83            72.83             72.83
                                                 ** JOB TOTALS **           72.83  **        72.83  **         72.83  **

   THOMAS CR(JORDAN RD)BR         CONT NO 0032     FA PROJ NOS BROS2200003 100                                          STATE
                                      222   1031      201     00 P 1     6,032.75         6,032.75          6,032.75     85     85
                                      222   1031      204     00 P 1       301.64CR         301.64CR          301.64CR   85     85
                                      222   1031      296     00 N 9     3,514.74CR       8,024.74CR        8,024.74CR   85     85
                                      222   1031      297     00 N 9     1,200.00         5,710.00          5,710.00     85     85
                                      222   1031      298     00 N 9     2,314.74         2,314.74          2,314.74     85     85
                                      222   1031      900     00 P 1     3,990.64         4,426.32          4,426.32     85     85
                                      222   1031      920     00 P 1          .17CR          38.35             38.35     85     85
                                      222   1031      921     00 P 1       549.80           549.80            549.80     85     85
                                      222   1031      944     00 P 1     2,460.96         4,479.14          4,479.14     85     85
                                      222   1031      946     00 P 1       218.74           218.74            218.74     85     85
                                      222   1031      950     00 P 1          .08CR          16.62             16.62     85     85
                                                      TOT     P1        12,951.00        15,460.08         15,460.08
                                                 ** JOB TOTALS **       12,951.00  **    15,460.08  **     15,460.08  **

   SPTC XING @ TWIN BUTTES RD     CONT NO          FA PROJ NOS RRS 0005018 100                                          STATE
                                      222   1032      920     00 P 1        22.12            22.12             22.12     85     85
                                                      TOT     P1            22.12            22.12             22.12
                                                 ** JOB TOTALS **           22.12  **        22.12  **         22.12  **

   JORDAN CR (DANNER) BRIDGE      CONT NO 9317 * FA PROJ NOS BROS2300003 100                                            STATE
                                      223   1078      201     00 P 1                                         159,565.37     81     84
                                      223   1078      201     00 N 1                                             808.20     82     82
                                      223   1078      206     00 N 1                                              76.22     83     83
                                      223   1078      296     00 N 9                                         186,073.77CR   81     84
                                      223   1078      297     00 N 9                                          39,273.63     82     84
                                      223   1078      298     00 N 9                                         146,800.14     81     84
                                      223   1078      900     00 P 1                                          21,664.52     81     84
                                      223   1078      900     00 N 1                                           1,689.17     81     84
                                      223   1078      920     00 P 1                                              79.88     81     82
                                      223   1078      940     00 P 1                                           1,063.22     81     83
                                      223   1078      941     00 P 1                                               3.69     81     82
                                      223   1078      944     00 P 1                                             548.50     81     82
                                      223   1078      945     00 P 1                                             187.71     81     83
                                      223   1078      946     00 P 1                                             387.29     81     82
                                                      TOT     P1                                             183,500.18
                                                      TOT     N1                                               2,573.59
                                                 ** JOB TOTALS **                  **               **       186,073.77  **

   DEAD OX PUMP CANAL BRIDGE      CONT NO 9681 * FA PROJ NOS BROS2300006 100                                            STATE
                                      223   1083      201     00 P 1                                         108,539.24     [illegible]     84
```

```
REPORT NO: FMBL003-1                          OREGON DEPARTMENT OF TRANSPORTATION                                  PAGE 389
SEQ: FEDERAL APPROPRIATION, FEDERAL               FINANCIAL MANAGEMENT SYSTEM                                 RUN 04/15/87 22:43
     PROJECT, AGREEMENT, EA-SUBJOB               OREGON STATE HIGHWAY DIVISION
                                                     FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 117

 AGREEMENT          TOTAL COSTS      AMOUNT      --PARTICIPATION--      AGREEMENT       FEDERAL    -ADJUSTMENT-        VOUCHER
   EA/SUBJOB          TO DATE     PREV CLAIMED    AMOUNT    PERCENT       AMOUNT          SHARE     AMOUNT  CODE        AMOUNT

FEDERAL PROJECT: BROS-2005-001
*********************************

 F01647

FED PROJ TOTALS      14,234.82      11,383.54    14,234.82              28,120.00      11,387.86         .00               4.32

FEDERAL PROJECT: BROS-2100-003
*********************************

 F01647
   C2211916-011      26,615.30      21,292.24    26,615.30

 AGREEMENT TOTALS    26,615.30      21,292.24    26,615.30  80.00       21,292.24      21,292.24         .00                .00

FED PROJ TOTALS      26,615.30      21,292.24    26,615.30              21,292.24      21,292.24         .00                .00

FEDERAL PROJECT: BROS-2100-006
*********************************

 F01644
   C09758  -000         367.96          20.44       367.96
   C09758  -010      32,966.36            .00          .00
   C09758  -011     178,430.28     143,018.15   178,430.28

 AGREEMENT TOTALS   211,764.60     143,038.59   178,798.24  80.00      143,038.59     143,038.59         .00                .00

FED PROJ TOTALS     211,764.60     143,038.59   178,798.24             143,038.59     143,038.59         .00                .00

FEDEPAL PROJECT: BROS-2200-003
*********************************

 F01652
   C10032  -000      10,554.29       6,823.36    20,608.56
   C10032  -001         170.38            .00          .00
   C10032  -010       1,403.99            .00          .00
   C10032  -011     272,743.47     252,240.93   262,689.20

 AGREEMENT TOTALS   284,872.13     259,064.29   283,297.76  80.00      226,638.21     226,638.21         .00          32,426.08-

FED PROJ TOTALS     284,872.13     259,064.29   283,297.76             226,638.21     226,638.21         .00          32,426.08-

FEDERAL PROJECT: BROS-2300-007
*********************************

 F01663
```

jc cc: OSHD (Rulien) **STATE COPY** 10032

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	REPORT NO. 1	COUNTY Linn	DIVISION Oregon
DATE OF REPORT OCT 28 '86	REPORT MADE BY C. O. Fredrickson, Construction Engineer		PROJECT NO. BROS-2200(3)
COMPLETION DATE (Actual) Sept. 23, 1985	ACCEPTANCE DATE BY CONRTACT AGENCY May 27, 1986	TIME ELAPSED 112 %	CONTRACT TIME 120 CD

LOCATION Thomas Creek (Jordan Road) Bridge Section of Jordan Road approximately 10 miles southeast of Silverton.

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

RECEIVED
STATE HWY ENGR
NOV 24 '86
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
W. E. SCHWART.

Cg
12/1

1. Description of Improvement as Programed:
   - A. Removal of the existing bridge.
   - B. Construction of Bridge No. 12958A. Length: 162 feet. Width: 36.25 ft.
   - C. Construction of aggregate base and asphalt concrete pavement.
   - D. Performance of such additional and incidental work as is called for by the specifications and plans.
2. Contractor's Name: A. K. Lundmark & Son, Inc.
3. Contract Amount: $246,345.88
4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C. O. Fredrickson

Title Construction Engineer

FINAL INSPECTION 10-8-85

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE David B Carter		SIGNATURE G. K. Hossner	
TITLE Area Engineer	DATE 11/20/86	TITLE District Engineer A	DATE 11/21/86

FORM FHWA 1446B (Rev. 2-84) PREVIOUS EDITIONS MAY BE USED.

[illegible]

Form Approved: OMB No. 2125-0529
Exp. Date 8/31/85

TO BE COMPLETED BY FHWA	US Department of Transportation **Federal Highway Administration**	State Oregon
MONTHLY TRANSACTION NUMBER 10-539	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Linn
PROJECT REPORT NUMBER		
MODIFICATION NUMBER 1	10-31-86	Project Number BROS-2200(3)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on May 22, 1985. is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 276,712.00	$ 287,475.00
Federal funds	$ 221,369.00	$ 229,980.00
Other revisions		

This modification is made for the following reasons:

To include increases in construction and construction engineering costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 24TH day of OCT, 1986

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XX For: Larry Rulien

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

Gen Files

Oregon State Highway Division
Salem, Oregon   October 15, 1986

Federal-Aid Project No. BROS-2200(3)

Thomas Creek (Jordan Road) Bridge Section
County Road
Linn County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure #12958A (Sta. 10+00 to 13+75)

ITEM	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Class "C" Asphalt Concrete	$ 36.00	217	$7,812.00	252	$ 9,072.00	
Structural Excavation Below Elevations Shown	30.00	13	390.00	45	1,350.00	
6" Drain Pipe (P.A. #2A)	6.60	---	---	68	448.80	
18" Culvert Pipe (P.A. #2B)	27.00	---	---	100	2,700.00	
Class 3300 Concrete (Adj. 1A)	244.00	---	---	12.5	3,050.00	
Reinforcement (Adj. 2A)	0.45	---	---	766	344.70	
			$8,202.00		$16,965.50	
					Increase	$ 8,763.50
					Subtotal from Estimate on May 20, 1985	243,799.50
					Subtotal	$252,563.00
					Engineering	34,912.00
					Total	$287,475.00

Length of Structure ---------------- 0.031 miles

Federal Funds (80%)	$229,980.00
County Funds	57,495.00
TOTAL	$287,475.00

Group 1 = 100%
Contract No. 10032
Prefix: 222-1974
Prefix: 222-1031
Appn Code: 117

RLC:me

STATE COPY

TO BE COMPLETED BY FHWA		
5-138	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Linn PROJECT NO. BROS-2200(3)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Thomas Creek (Jordan Rd.) Bridge

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-3-85	0.031

OTHER *(Specify)*

FUNDS PRO RATA

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 276,712.00	$ 221,369.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By ____________________

Manager, Program Section
(Title)

XXX For: H.S. Coulter, P.E.

State Highway Engineer
(Title)

By ____________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ____________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 22 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 20, 1985

Federal Aid Project No. BROS-2200(3)

Thomas Creek (Jordan Rd.) Bridge Section
County Road
Linn County

PROJECT AGREEMENT ESTIMATE

Type Code X081
Structure #12958A (Sta. 10+00 to Sta. 13+75)

Mobilization	Lump Sum	All	Lump Sum	$ 10,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,500.00
Temporary Signs	Sq. Ft.	222	7.00	1,554.00
Temporary Barricades	Each	5	75.00	375.00
Temporary Concrete Barriers, Reflectorized	Lin. Ft.	100	20.00	2,000.00
Flaggers	Hour	40	20.00	800.00
Embankment in Place	Cu. Yd.	339	7.00	2,373.00
1"-0 Aggregate Base	Ton	436	12.00	5,232.00
Class "C" Asphalt Concrete	Ton	217	36.00	7,812.00
12-inch Culvert Pipe	Lin. Ft.	20	20.00	400.00
12-inch Storm Sewer Pipe	Lin. Ft.	40	20.00	800.00
Concrete Inlets, Type G	Each	2	600.00	1,200.00
Guardrail, Type 2A	Lin. Ft.	188	16.00	3,008.00
Guardrail, Type 3	Lin. Ft.	100	32.00	3,200.00
Guardrail Rail Anchors, Type 1	Each	4	350.00	1,400.00
Rail End Pieces, Type C	Each	4	80.00	320.00
Drainage Curbs	Lin. Ft.	50	5.00	250.00
Loose Riprap, Class 700	Cu. Yd.	125	23.00	2,875.00
Bridge Removal Work	Lump Sum	All	Lump Sum	12,000.00
Shoring, Cribbing, Etc.	Lump Sum	All	Lump Sum	8,000.00
Structure Excavation	Cu. Yd.	125	12.00	1,500.00
Structure Excavation Below Elevations Shown	Cu. Yd.	13	30.00	390.00
Structural Concrete, Class 3300 50 CY	Lump Sum	All	Lump Sum	12,200.00
Structural Concrete, Class 4000 15 CY	Lump Sum	All	Lump Sum	3,660.00
Structural Concrete, Class 4500 195 CY	Lump Sum	All	Lump Sum	36,400.00
Surface Finish Bents 2 & 3	Lump Sum	All	Lump Sum	1,500.00

Reinforcement 27,800 lbs.	Lump Sum	All	Lump Sum	12,550.00
Coated Reinforcement 8,700 lbs.	Lump Sum	All	Lump Sum	5,490.00
4'x90'/95' Prestressed Box Beams	Each	9	8,800.00	79,200.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	147	60.00	8,820.00
Two Tube Steel Railing	Lin. Ft.	361	40.00	14,440.00
3-inch PVC Pipe	Lin. Ft.	367	1.50	550.50
				$ 242,799.50

Anticipated Items

Roadside Seeding and Mulching	All Required		$ 1,000.00
		Subtotal	$ 243,799.50
		Engineering	32,912.50
		Total	$ 276,712.00
Length of Structure			0.031 mile
Federal Funds (80%)			$ 221,369.00
County Funds			55,343.00
Total			$ 276,712.00

Group 1 100%
Contract No. 10,032
Prefix: 222-1974
Prefix: 222-1031
Appn Code 117
CPL:bkb

10,13[illegible]

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-3-86

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	FEDERAL AID PROJECT NO. BROS-SOS 2200(2)
PROGRAM APPROVED	VOUCHER PERIOD From: 12/13/78 To: 4/02/85

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
114	45,338.76 ~~29,232.63~~	45,338.76 ~~29,232.63~~	80%	36,271.01 ~~23,386.10~~	36,271.01 ~~23,386.10~~	-0-
680	24,392.50 ~~40,498.63~~	24,324.45 ~~40,430.58~~	.8815	21,442.00 ~~35,639.56~~	21,44.00 35,639.56	-0-
	69,731.26	69,663.21	-0-	57,713.01 ~~59,025.66~~	57,713.01 ~~59,025.66~~	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ____________ 10/13/86

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ____________

Amount Approved $ ____________

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTAT
FEDERAL HIGHWAY ADMINISTRATI

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. BROS-SOS 2200(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 12/13/78 To: 4/02/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
29,232.63	29,232.63	80%	23,386.10	23,386.10	-0-
40,498.63	40,430.58	.8815	35,639.56	35,639.56	-0-
69,731.26	69,663.21	-0-	59,025.66	59,025.66	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ Controller *Authorized Officer* 10/13/86 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

______ *Signature of Authorized FHWA Representative* *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payée must not use this column)
	THOMAS CREEK (JORDAN) BRIDGE SECTION COUNTY ROAD IN LINN COUNTY					
	Preliminary Engineering Type Code P.E.					
	State (680) $40,430.58 (114) $29,232.63	All Required			$69,663.21	
	Non Participating Project Cost					
	Preliminary Engineering (State)(680)	All Required			$ 68.05	
	TOTAL PROJECT COST				**$69,731.26**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 10/09/86.					
	AMOUNT CARRIED FORWARD					

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 114

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: BROS-2200-002									
F01658									
C2221974-021	45,338.76	36,208.00	45,338.76						
AGREEMENT TOTALS	45,338.76	36,208.00	45,338.76	80.00	36,271.01	36,271.01	.00		63.01
FED PROJ TOTALS	45,338.76	36,208.00	45,338.76		36,271.01	36,271.01	.00		63.01
FEDERAL PROJECT: BROS-2300-005									
F01668									
C2231996-010	9.69	.00	.00						
C2231996-011	58,146.28	46,517.02	58,146.28						
AGREEMENT TOTALS	58,155.97	46,517.02	58,146.28	80.00	46,517.02	46,517.02	.00		.00
FED PROJ TOTALS	58,155.97	46,517.02	58,146.28		46,517.02	46,517.02	.00		.00
FEDERAL PROJECT: BROS-2300-009									
F01664									
C2231910-000	3,508.38	341.86	3,508.38						
C2231910-001	3.73	.00	.00						
C2231910-010	6.00	.00	.00						
C2231910-011	15,433.18	14,811.39	15,433.18						
AGREEMENT TOTALS	18,951.29	15,153.25	18,941.56	80.00	24,000.00	15,153.25	.00		.00
FED PROJ TOTALS	18,951.29	15,153.25	18,941.56		24,000.00	15,153.25	.00		.00
FEDERAL PROJECT: BROS-2300-010									
F01665									
C2231911-000	7,615.64	1,176.87	7,615.64						
C2231911-001	177.44	.00	.00						
C2231911-010	6.25	.00	.00						
C2231911-011	21,796.56	22,352.89	21,796.56						
AGREEMENT TOTALS	29,595.89	23,529.76	29,412.20	80.00	23,529.76	23,529.76	.00		.00
FED PROJ TOTALS	29,595.89	23,529.76	29,412.20		23,529.76	23,529.76	.00		.00
FEDERAL PROJECT: BROS-2300-015									
F03853									

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 680

AGREEMENT	TOTAL COSTS	AMOUNT	--PARTICIPATION--		AGREEMENT	FEDERAL	-ADJUSTMENT-		VOUCHER
EA/SUBJOB	TO DATE	PREV CLAIMED	AMOUNT	PERCENT	AMOUNT	SHARE	AMOUNT	CODE	AMOUNT
FEDERAL PROJECT: SOS -2200-002									
F01657									
C2221974-010	68.05	.00	.00						
C2221974-011	24,324.45	6,821.54	24,324.45						
AGREEMENT TOTALS	24,392.50	6,821.54	24,324.45	88.15	21,442.00	21,442.00	.00		14,620.46
FED PROJ TOTALS	24,392.50	6,821.54	24,324.45		21,442.00	21,442.00	.00		14,620.46
FEDERAL PROJECT: SOS -2403-001									
F02212									
C3242532-000	548.42	.00	548.42						
C3242532-011	25,388.75	21,775.93	25,388.75						
AGREEMENT TOTALS	25,937.17	21,775.93	25,937.17	85.77	21,775.93	22,246.31	470.38	B	.00
FED PROJ TOTALS	25,937.17	21,775.93	25,937.17		21,775.93	22,246.31	470.38	B	.00
FEDERAL PROJECT: SOS -3600-001									
F01820									
C09292 -000	300.00	.00	300.00						
C09292 -010	4,579.39	.00	.00						
C09292 -011	164,530.09	145,082.63	164,530.09						
AGREEMENT TOTALS	169,409.48	145,082.63	164,830.09	88.18	145,082.63	145,347.17	264.54	B	.00
FED PROJ TOTALS	169,409.48	145,082.63	164,830.09		145,082.63	145,347.17	264.54	B	.00
APPROP TOTALS	715,744.75	544,156.66	691,171.38		562,998.49	559,512.04	734.92	B	14,620.46

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS   JUNE 1985

DESCRIPTION		PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	222	1974	918	00	P 1			2,145.50	
	222	1974	918	99	P 1			56.68	
	222	1974	920	00	P 1		83.30	179.68	
	222	1974	921	00	P 1		~~1,015.33~~	~~1,015.33~~	To 929
	222	1974	922	00	P 1		85.38	100.38	
	222	1974	923	00	P 1		6,456.89CR	6,415.33	
	222	1974	923	00	P 2		14,013.77	21,066.51	
	222	1974	923	00	N 1		3.26	3.26	
	222	1974	926	00	P 1		897.46	3,113.99	
	222	1974	927	00	P 1		13,225.12	13,368.25	
	222	1974	932	00	P 1		64.86	64.86	
	222	1974	937	00	P 1		1,517.99	1,517.99	
	222	1974	950	00	P 1		44.90	50.00	
	222	1974	980	00	P 1		1,300.64	4,346.24	
			TOT	P1			11,889.16	40,447.14	
			TOT	P2			22,179.89	29,232.63	
			TOT	N1			3.26	68.05	
			** JOB TOTALS **			**	34,072.31 **	69,747.82 **	
UPRR @ GAMBLE ISLAND RD	CONT NO		FA PROJ NOS RRS 000S024 100						STATE
	223	1903	294	00	N 1	68.82CR	68.82CR	68.82CR	
	223	1903	296	00	N 9	7.37CR	652.53CR	749.68CR	
	223	1903	298	00	N 9	7.37	652.53	749.68	
	223	1903	901	00	P 1	.04CR	8.15	36.90	
	223	1903	905	00	P 1			107.88	
	223	1903	984	00	P 1		688.16	688.16	
			TOT	P1		.04CR	696.31	832.94	
			TOT	N1		68.82CR	68.82CR	68.82CR	
			** JOB TOTALS **			68.86CR**	627.49 **	764.12 **	
SNAKE R(FALK IS RD) BRIDGE	CONT NO		FA PROJ NOS BROS2300007 100						STATE
	223	1905	296	00	N 9	407.33CR	21,971.06CR	27,400.26CR	
	223	1905	298	00	N 9	407.33	21,971.06	27,400.26	
	223	1905	901	00	P 1	987.88	27,170.59	29,240.84	
	223	1905	901	00	N 1		342.04	365.74	
	223	1905	906	00	P 1			45.00	
	223	1905	918	00	P 1			1.74	
	223	1905	920	00	P 1			97.23	
	223	1905	926	00	P 1		3.49	5,366.87	
	223	1905	927	00	P 1			176.68	
	223	1905	933	00	P 1	.56CR	124.20	124.20	
	223	1905	937	00	P 1	.63CR	146.66	146.66	
	223	1905	960	00	N 1			203.85	
			TOT	P1		986.69	27,444.94	35,199.22	
			TOT	N1			342.04	569.59	
			** JOB TOTALS **			986.69 **	27,786.98 **	35,768.81 **	

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
BNRR @ WEIRICH DR	CONT NO	FA PROJ NOS RRS 5420001 100						STATE
	222	1922	296	00 N 9		104.10CR	126.24CR	
	222	1922	298	00 N 9		104.10	126.24	
	222	1922	905	00 P 1		4.25	122.89	
	222	1922	920	00 P 1			17.38	
			TOT	P1		4.25	140.27	
		** JOB TOTALS **			**	4.25 **	140.27 **	
SPTC @ MT HOPE RD	CONT NO	FA PROJ NOS RRS 000S017 100						STATE
	222	1924	294	00 N 1	31.69CR	31.69CR	31.69CR	
	222	1924	296	00 N 9		169.73CR	228.11CR	
	222	1924	298	00 N 9		169.73	228.11	
	222	1924	901	00 P 1			63.02	
	222	1924	905	00 P 1	.08CR	57.47	101.05	
	222	1924	920	00 P 1	.04CR	7.91	7.91	
	222	1924	932	00 P 1	.36CR	81.00	81.00	
	222	1924	984	00 P 1	316.88	316.88	316.88	
			TOT	P1	316.40	463.26	569.86	
			TOT	N1	31.69CR	31.69CR	31.69CR	
		** JOB TOTALS **			284.71 **	431.57 **	538.17 **	
SPTC @ TWIN BUTTES RD	CONT NO	FA PROJ NOS RRS 000S018 100						STATE
	222	1925	296	00 N 9		82.89CR	82.89CR	
	222	1925	298	00 N 9		82.89	82.89	
	222	1925	905	00 P 1		40.25	92.10	
			TOT	P1		40.25	92.10	
		** JOB TOTALS **			**	40.25 **	92.10 **	
THOMAS CR(JORDON)BR	CONT NO	* FA PROJ NOS SOS 2200002 100 BROS2200002						STATE
	222	1974	296	00 N 9		15,117.81CR	44,860.00CR	
	222	1974	297	00 N 9			2,658.00	
	222	1974	298	00 N 9		15,117.81	42,202.00	
	222	1974	901	00 P 1		5,121.64CR	1,048.87	
	222	1974	901	00 P 2		8,166.12	8,166.12	
	222	1974	901	00 N 1			64.79	
	222	1974	902	00 P 1		11.59	11.59	
	222	1974	905	00 P 1		4,741.03	4,741.63	
	222	1974	906	00 P 1		8.10	254.82	TO927
	222	1974	907	00 P 1			188.64	
	222	1974	909	00 P 1			679.02	
	222	1974	910	00 P 1			447.89	
	222	1974	911	00 P 1		54.04	82.18	
	222	1974	913	00 P 1			102.57	
	222	1974	914	00 P 1		417.95	417.95	
	222	1974	916	00 P 1			97.75	

11/21/86

JOB COST SUMMARY
EA UBJOB/ACTIVITY/OBJ-DETAIL CREW-
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C2221974	000	920	001	0631	
C2221974	000	920	001	0631	
C2221974	000	920	001		
C2221974	000	920			
C2221974	000				
C2221974	011		598	0521	
C2221974	011		598	0521	
C2221974	011		598	0631	
C2221974	011		598	0631	
C2221974	011		598		
C2221974	011				
C2221974	011				
C2221974	021		598	0521	
C2221974	021		598	0521	
C2221974	021		598	0631	
C2221974	021		598	0631	
C2221974	021		598		
C2221974	021				
C2221974	021				
C2221974					

```
          JOB COST SUMMARY
UBJOB/ACTIVITY/OBJ-DETAIL CREW-  MBER
    PAYROLL CHARGES ARE LOADED

       CREW       MSA             CURRENT                    CURRENT
AIL   NUMBER     FIELD             MONTH                     BALANCE

       0631                            38.94-                       .00
       0631                            38.94-                       .00

                                       38.94-                       .00

                                       38.94-                       .00

                                       38.94-                       .00

       0521                              .00                        .00
       0521                              .00                        .00

       0631                        16,585.89-                 16,585.89-
       0631                        16,585.89-                 16,585.89-

                                   16,585.89-                 16,585.89-

                                   16,585.89-                 16,585.89-

                                   16,585.89-                 16,585.89-

       0521                              .00                        .00
       0521                              .00                        .00

       0631                        16,585.89                  16,585.89
       0631                        16,585.89                  16,585.89

                                   16,585.89                  16,585.89

                                   16,585.89                  16,585.89

                                   16,585.89                  16,585.89

                                       38.94-                       .00
```

jc

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTR ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-BROS-2200(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Linn

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90040

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT -1 '86
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE September 29, 1986

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Thomas Creek (Jordan) Bridge Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change
See Below

13. REMARKS

As requested in Mr. Potter's letter of 9/18/86 we approve the revised Preliminary Engineering costs to a TEC of $70,260; Federal Funds $57,650.

(Increase TEC $19,310; Federal Funds $15,448)

14. DATE 9/29/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hessmer

16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 18, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 90040
Project No. SOS-BROS-2200(2)
Thomas Creek (Jordan) Bridge Section
Linn County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justifications.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

The original authorization for this project underestimated the complexity involved in the replacement of this historically sensitive covered bridge. As a result of the need to investigate the potential rehabilitation of this national historic structure the following activities required additional funding to accommodate the unanticipated depth of involvement: 900 (Project Engineering Field Office), 905 (Final Design), 923 (Environmental Studies), 927 (Free Bridge Design) and 961/964 (Hearing Study). Various other activities have either been increased or decreased slightly to reflect actual costs.

This is the final request for this project.

The total preliminary engineering costs are $69,760.00

Attached is an itemization of P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR-2A).

RLC:me
Attachment
cc: Paul D. Singer
Region 2

Form 734-3122

.. 10,032

June 5, 1986

CON 5 - #10,032

Industrial Indemnity Company
of the Northwest
421 S.W. 6th Avenue
Portland, OR 97204

On June 2, 1986, we wrote to you concerning release of final payment on Contract No. 10,032 awarded to A.K. Lundmark & Son for work on Thomas Creek (Jordan Road) Bridge in Linn County.

Final payment on this contract is $6,062.75 and the total contract amount is $246,345.88. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: A. K. Lundmark & Son, Inc.
30908 South Wall Street
Colton, OR 97017

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

10,032

STATE OF OREGON

INTEROFFICE MEMO

Contract Payments 378-6594

FILE: CON 5
10032

TO: Robert Gormsen
Manager, Commission Services

DATE: May 27, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10032 ,	On Site Work Substantially Completed	September 23, 1985
All Work Completed	May 12, 1986		
Project	Thomas Cr. (Jordan Rd.) Bridge		
Highway	County Road (Jordan Road)		
County	Linn		
Type of Work	Grading, Paving and Structure		
Contractor	A. K. Lundmark & Son, Inc.		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Noted RGormsen

[illegible]

RECEIVED
MAY 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Thomas Cr. Bridge (Jordan Rd.)

WEEK ENDING: February 1, 1986

SECTION PREFIX: C10092

HIGHWAY: Co. Rd.(Jordan Rd.)

COUNTY: Linn

NAME OF JOB: Thomas Cr. (Jordan) Bridge

KIND OF WORK: Grading, Paving,and Structure

CONTRACTOR: A.K. Lundmark & Son

CONTRACT NUMBER: 10092

FEDERAL AID PROJECT NUMBER: BROS 2200(3)

DATE OF CONTRACT: April 30, 1985

DATE WORK STARTED: June 3, 1985

ESTIMATED COMPLETION DATE: Sept. 23, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:
MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS: 134

WORK DAYS USED:

CALENDAR DAYS USED: 134

SPECIFIED COMPLETION DATE:

PERCENT OF TIME ELAPSED: 100

PROJECT AUTHORIZATION: $ 276,712.44

EXCLUSIVE OF ENGINEERING: $ 254,770.48

ENGINEERING AUTHORIZATION: $ 21,941.96

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 254,770.48

ENGINEERING COST TO DATE: $ 26,151.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 119 %

DATE PROJECT WAS COMPLETED: Sept. 23, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.07	0.07			0.07
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.07	0.07			0.07
TOTAL ESTIMATED QUANTITIES (CONTRACT)	339 cy	436 tn			217 tn
TOTAL QUANTITIES CORRECTED TO DATE	107 cy	290 tn			250 tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	107 cy	290 tn			250 tn
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	12958a							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	No Work
TUESDAY	No work
WEDNESDAY	No work
THURSDAY	No Work
FRIDAY	No Work
SATURDAY	No Work

REMARKS

Third Notification issued January 29, 1986.

Project completed

Final report

SIGNED Paul Meyers LOCATION CORVALLIS
For ALVA D. VOHLAND, PROJ. MANAGER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

, 10,03

October 7, 1985

A. K. Lundmark & Son, Inc.
30908 S. Wall Street
Colton, OR 97017

CON 5

Re: Time Extension Request
Thomas Creek (Jordan Road) Bridge
Contract No. 10,032
FAP No. BROS-2200(3)

Your request for additional contract time in which to complete the above project has been carefully reviewed.

A contract time adjustment of 14 calendar days in granted for the performance of extra and additional work on footing excavation, additional forming, drain pipe and fabric. The adjusted time of completion for this contract is 134 calendar days.

This will eliminate all liquidated damages under this contract.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
William Anhorn w/att.
Al Vohland w/att.
FHWA w/att.
Bruce Walton

TE/207

STATE OF OREGON

INTEROFFICE MEMO

C10032

TO: W. G. Anhorn
Region 2 Engineer

DATE: Sept. 16, 1985

FROM: Alva D. Vohland
Alva D. Vohland
Project Manager, Corvallis

SUBJECT: Thomas Creek Bridge (Jordan Road)
Contract Number 10032
Adjustment of Contract Time

Enclosed are two copies of Form 734-3320 with consent of surety requesting an extension of contract time in the amount of ten (10) days. Also enclosed is the project schedule as developed by the contractor, with actual work performed indicated on that schedule.

I recommend the specified contract time of 120 days be extended to 130 calendar days.

The footing elevations of bents one and four were lowered upon my request due to the material encountered at the planned elevation. Seven additional days were required to excavate, haul material, place additional forming, and etc. for both footings. However, the contractor could have requested additional days as two week ends were involved, adding another four days.

We also encountered free flowing water at bent four. We placed perforated drain pipe, filter fabric, and drain rock to divert the water from the footing. One additional day was required to complete this item.

Inasmuch as guard rail was constructed from the bridge ends and flared across an existing ditch line on both sides of the southerly end of the structure, it was necessary to install a flare section of guard rail. Two days were required to place pipe and compact fill material.

Bryant Jackmond
I agree with Al Vohland. The changes directed by Al actually affected the time necessary for completion of the work.
I recommend extending the contract completion time 10 calendar days to total 130 calendar days.
KEHusby
9-24-85

W. E. Schwartz –
I concur with Region & Project Mgr. except that the time extension should be for 14 C.D.
O. B. Jackmond

enclosure

AV:cg

CC: File

RECEIVED

COE.... OM.... SA ....
OE .... FE ....
CA .... FOS ....
CAM .... CCS ....

11-133-1307

May 20, 1985

A. K. Lundmark & Son, Inc.
30908 South Wall Street
Colton, OR 97017

CON 5
#10,032

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,032 for work on Thomas Creek
(Jordan Road) Bridge in Linn County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm

Enclosure
cc: Industrial Indemnity Co. of the NW
421 SW Sixth Avenue
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Bill Anhorn
Alva Vohland

April 25, 1985

A. K. LUNDMARK AND SON INC.
Jerry Lundmark, President
30908 South Wall Street
COLTON, OREGON 97017

RE. THOMAS CR. (JORDAN R.D)
BRIDGE LINN COUNTY
D.O.T.

D.B.E. ASSIGNED CONTRACT GOALS
2%

D.B.E. SUBCONTRACTOR

ARROW BROS. CORP.
A.G.C. CENTER #310
9450 S.W. COMMERCE CIRCLE
WILSONVILLE OR. 97070
682-2100

BID ITEMS

5.	TEMP. CONC. BARRIERS	LIN. FT.	100 -	20^{00} -	2000^{00}
13."	GUARD RAIL TYPE 2A.	LIN FT	188 -	16^{00} -	3008^{00}
14.	" " " " 3	LIN. FT.	100 -	32^{00} -	3200^{00}
15.	" " " ANCHORS	EACH	4 -	350^{00} -	1400^{00}
16.	RAIL ENDS	EACH	4 .	80^{00} -	320^{00}
31.	TWO TUBE STEEL RAILING	LIN FT.	361	32^{00}	11,552^{00}
	TOTAL SUBCONTRACT ITEMS				21,480^{00}

TOTAL AMOUNT OF CONTRACT
242,799^{50}

RECEIVED
APR 29 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

Phone 824-3531

JERRY LUNDMARK

CC: Lorraine Ellis

[illegible]

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
ENV 3

TO: Duane Christensen, Road Design Engineer
Road Design Section

DATE: May 7, 1985

FROM: Cam Gilmour, Manager
Environmental Section
Cam

SUBJECT: Cultural Resources Clearance
Thomas Creek (Jordan) Bridge
Linn County

Final Cultural Resources clearance on the above-named project was withheld pending completion and acceptance of documentation required by the Historic American Engineering Record. According to the regional office of the National Park Service in San Francisco, this material has now been received and officially accepted as of the above date.

The Thomas Creek (Jordan) Bridge Project is, therefore, clear for project construction.

CG:MB:gu

cc: Gary Potter
Don Keyes
Richard McSwain
Pieter Dykman
Eb Engelmann
Steve Lindland
Region 2
Construction Sec.
BM FHWA, Bill Kappas

1 RDE DW
FDE
LE
3 SE
2 FPO
PDE
LFE
GTE

RECEIVED
MAY - 8 1985
ROAD DESIGN
SECTION

Copy All........
Return To......
B/U..../..../....

81-125-1387

May 1, 1985

Neil Michael
Linn County Roadmaster
3010 Ferry Street S.W.
Albany, OR 97321

Dear Mr. Michael:

SUBJECT: Thomas Creek (Jordan Rd.) Bridge
Project No. BRUS-2200(3)
Linn County

On April 25, 1985 the State Highway Division received a satisfactory bid from A. K. Lundmark & Son, Inc., 30908 S. Wall Street, Colton, OR 97017 on the subject project.

This is a Highway Bridge Replacement (HBR) Project and as per our Agreement No. 6961 and our Local Governments Agreement, the County is requested to deposit the balance of their share of the remaining construction cost as computed below.

Contractor's Bid		$242,799.00
Anticipated Items		1,000.00
SUBTOTAL		$243,799.00
Contingencies (4 1/2%)		10,970.98
Engineering		21,941.96
TOTAL CONSTRUCTION COST		$276,712.44
Est. P.E. (Less Free Bridge Design)		52,600.00
Less Federal Funds (80%)		(263,449.95)
Less County's Advance Deposits		
P.E. (SUS) AD #549	$ 3,558	
P.E. (BRUS) AD #83-49	5,190	
Const. (65%) AD #85-31	45,100	$(53,848.00)
County's Remaining Balance Due		$ 12,014.49
ADVANCE DEPOSIT ROUNDED		$ 12,000.00

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $12,000 by May 16, 1985. You may use one of the three options for payment described.

Very truly yours,

ORIGINAL SIG
GARY A. POT
Gary A. Potter, Manager
Program Section

RECEIVED
5-17-85
MKS

MKS:pf
Attachment
bcc w/AD #85-39 - Rick Sjolander, Region 2
- Vern Skoog-Please return completed AD #85-39 when advance deposit is received.

April 9, 1985

PRO

Neil Micheal, Roadmaster
3010 Ferry Street S.W.
Albany, OR 97321

Subject: Thomas Creek (Jordan Road) Bridge
Project No. BROS-2200(3)
Linn County

On April 25, 1985 bids will be taken by the State Highway Division for the subject project. This project is a Highway Bridge Replacement (HBR) project and as per our Agreement No. 6981 and our Local Government Agreement, the County is requested to deposit 65% of the estimated construction cost as computed below.

Estimated Construction Cost	$346,700.00
Less Federal Funds 80%	(277,400.00)
COUNTY'S (20%) SHARE	$ 69,300.00
65% OF COUNTY'S SHARE & ADVANCE DEPOSIT	$ 45,100.00

We will award the contract when we receive your advance deposit in the amount of $45,100 and the DBE/WBE goals are met. You may use one of the three options for payment described in the attachment.

Very truly yours,

ok
Received
4-25-85
MKS

Gary A. Potter, Manager
Program Section

MKS:me
bcc: w/AD #85-31 Rick Sjolander, Region 2
Vern Skoog - Please return completed AD #85-31 when advance deposit is received.

[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. BROS-2200(3)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Linn

3. FROM

Dale E. Wilken, Division Administrator

4. PROGRAM NO.

5. ITEM NO. 90040

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 5 '85
REFER TO Potter
FOR

Orig to
4/8

7. DATE AUTHORIZATION EFFECTIVE 4-3-85

8. FEDERAL ROUTE NUMBER Non Federal-aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Thomas Creek (Jordan Road) Bridge #12958-082900001 Section

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested in Mr. Potter's letter of 4-1-85 you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $375,000; Federal Funds $300,000 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated 3-6-85 that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/4/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

```
                                  TOT        P1                                       40.25                92.10
                              ** JOB TOTALS **                   **                   40.25  **            92.10  **

THOMAS CR(JORDON)BR       CONT NO      FA PROJ NOS SOS 2200002 100 BROS2200002                                          STATE
                             222   1974    296      00 N 9      3,906.79CR       15,117.81CR        44,860.00CR
                             222   1974    297      00 N 9                                           2,658.00
                             222   1974    298      00 N 9      3,906.79         15,117.81          42,202.00
                             222   1974    901      00 P 1                        5,121.64CR         1,048.87
                             222   1974    901      00 P 2                        8,166.12           8,166.12
                             222   1974    901      00 N 1                                              64.79
                             222   1974    902      00 P 1                           11.59              11.59
                             222   1974    905      00 P 1        880.25          4,665.75           4,666.35
                             222   1974    906      00 P 1                            8.10             254.82
                             222   1974    907      00 P 1                                             188.64
                             222   1974    909      00 P 1                                             679.02
                             222   1974    910      00 P 1                                             447.89
                             222   1974    911      00 P 1                           54.04              82.18
                             222   1974    913      00 P 1                                             102.57
                             222   1974    914      00 P 1        169.30            409.55             409.55
                             222   1974    916      00 P 1                                              97.75
                             222   1974    918      00 P 1                                           2,145.50
                             222   1974    918      99 P 1                                              56.68
                             222   1974    920      00 P 1         66.67             83.30             179.68
```

3-85

13,330.57
254.82
653.85
14,239.24

```
                                                                                  FISCAL            GRAND TOTAL
        DESCRIPTION            PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH     YEAR TO DATE          TO DATE
                             222   1974    921      00 P 1        653.85            653.85             653.85
                             222   1974    922      00 P 1         72.26             72.26              87.26
                             222   1974    923      00 P 1        881.08          8,850.70CR         4,021.52
                             222   1974    923      00 P 2                       14,013.77          21,066.51
                             222   1974    923      00 N 1                            3.26               3.26
                             222   1974    926      00 P 1                          897.46           3,113.99
                             222   1974    927      00 P 1        979.21         13,187.44          13,330.57
                             222   1974    932      00 P 1         22.60             22.60              22.60
                             222   1974    937      00 P 1                        1,517.99           1,517.99
                             222   1974    950      00 P 1                           27.27              32.37
                             222   1974    980      00 P 1                        1,300.64           4,346.24
                                           TOT         P1       3,725.22          8,939.50          37,497.48
                                           TOT         P2                        22,179.89          29,232.63
                                           TOT         N1                             3.26              68.05
                                       ** JOB TOTALS **         3,725.22  **     31,122.65  **      66,798.16  **

UPRR @ GAMBLE ISLAND RD    CONT NO      FA PROJ NOS RRS 000S024 100                                                  STATE
                             223   1903    296      00 N 9                           25.82CR           122.97CR
                             223   1903    298      00 N 9                           25.82             122.97
                             223   1903    901      00 P 1                                              28.75
                             223   1903    905      00 P 1                                             107.88
                                           TOT         P1
```

10,032

10,032

3 13 15

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A	Temporary Protection And Direction Of Traffic
2B	Pipe Data
3	Plan & Profile

RICHARD A. KUEHN
6482
JULY 11, 1962

STATE OF

DEPARTMENT OF

STATE HIGHWA

PLANS FOR PROP

THOMAS CR. (JORDA

CO. RD. (JO

LINN C

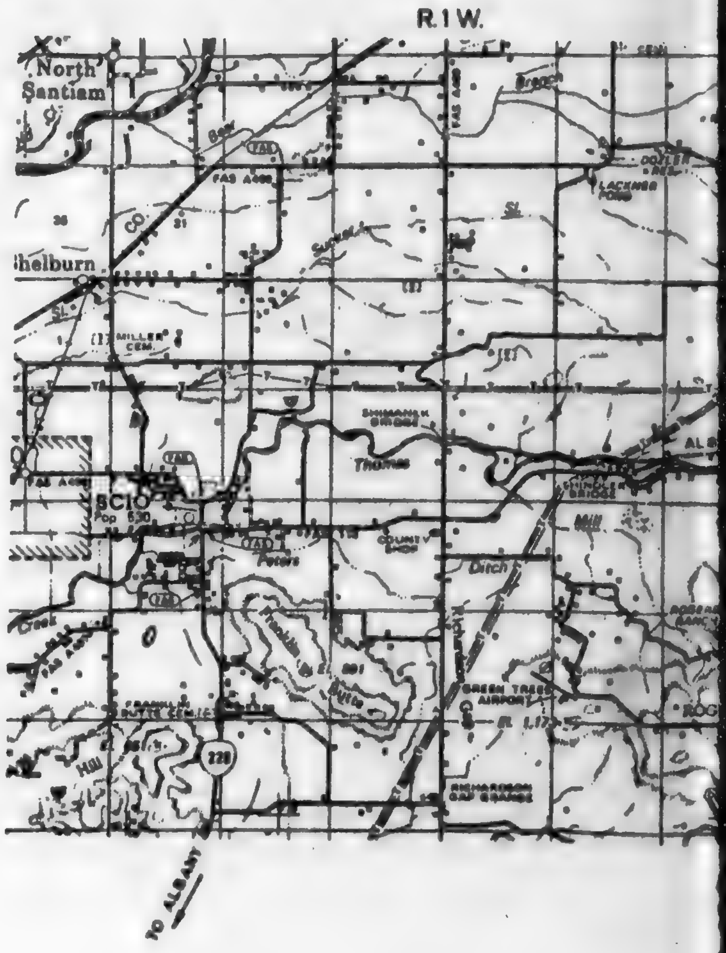
APPROVED________________ 19___

BOARD OF COMMISSIONERS OF__________ COUNTY

BY ________________ COMMISSIONER

________________ COMMISSIONER

________________ COMMISSIONER


R.1W.
North Santiam
Shelburn
SCIO
Pop 530
Thomas
TO ALBANY

Sketch
Scale 0 1

OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

R PROPOSED PROJECT

THOMAS CR. (JORDAN RD.) BRIDGE SEC. CO. RD. (JORDAN RD.) LINN COUNTY				SHEET No.
				1
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See index

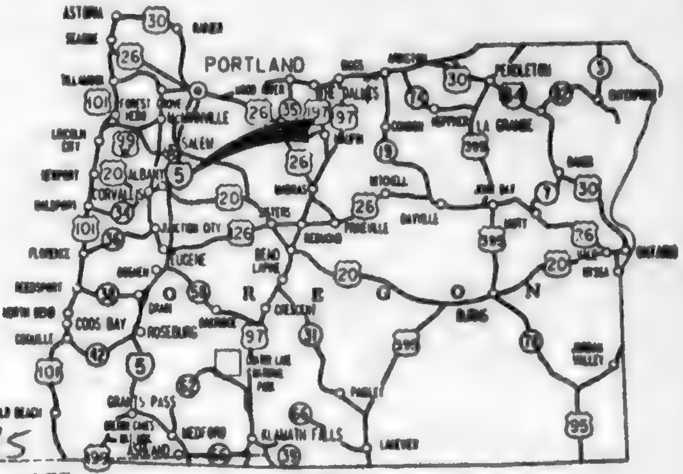
HBR-05

PRELIMINARY COPY
FEB 27 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

RDAN RD.) BRIDGE SEC.

. (JORDAN RD.)

LINN COUNTY



PORTLAND
SALEM
ALBANY
CORVALLIS
EUGENE
COOS BAY
ROSEBURG
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
BEND
PENDLETON
LA GRANDE
O R E G O N

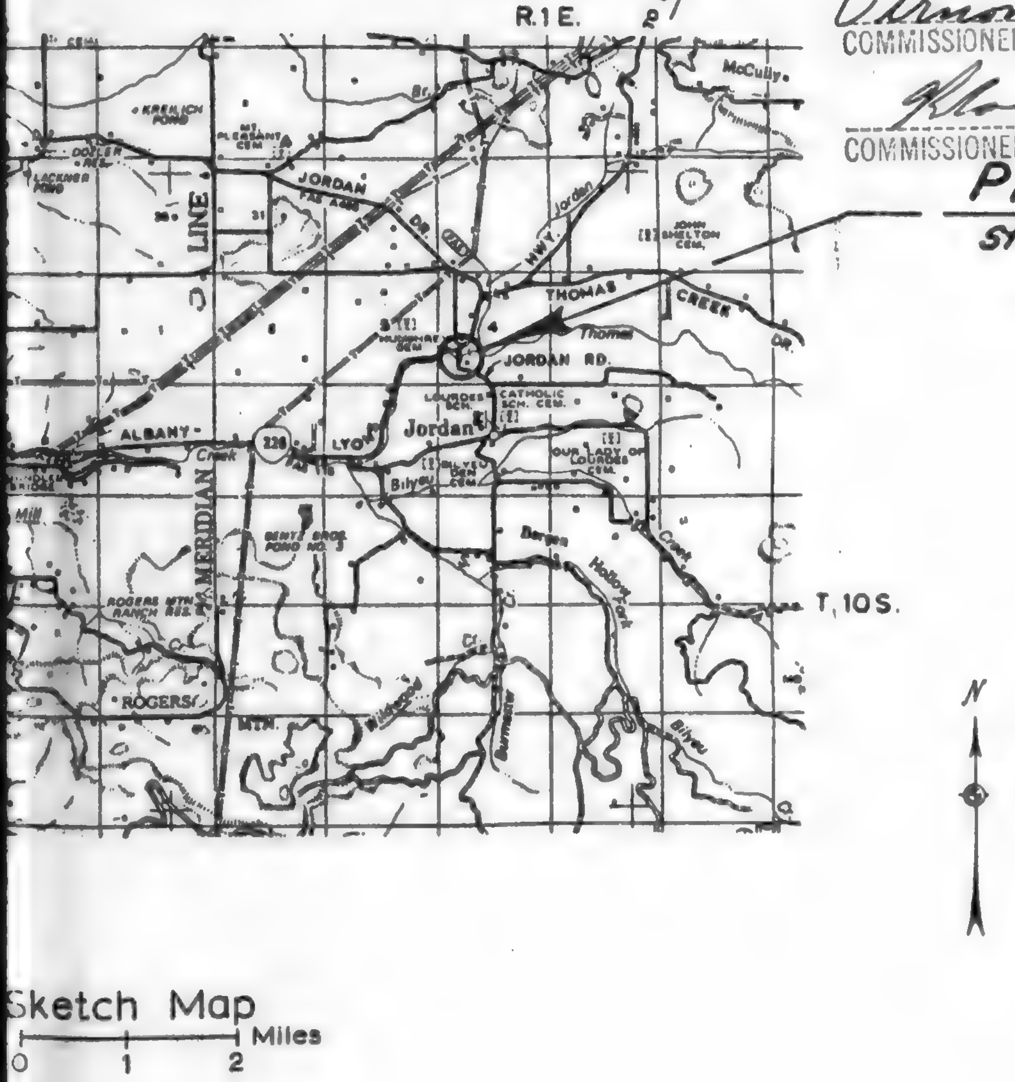
APPROVED 3/13/85
DATE

Carl Stoppen
COMMISSIONER

Vernon Schrock
COMMISSIONER

COMMISSIONER

PRELIMINARY COPY
SUBJECT TO CHANGE



R.1 E.
TO LYONS
McCully
JORDAN
THOMAS
CREEK
JORDAN RD.
Jordan
ALBANY
LINE
MERIDIAN
ROGERS
T. 10 S.
N

PROJECT
Sta. 11+24.6

Sketch Map
0 1 2 Miles

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

H. S. Coulter	E. S. Hunter
STATE HIGHWAY ENGINEER	ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary
2A	Temporary Protection And Direction Of Traffic
2B	Pipe Data
3	Plan & Profile

6482
RICHARD A. KUEHN
JULY 11, 1969

STATE

DEPARTMENT O

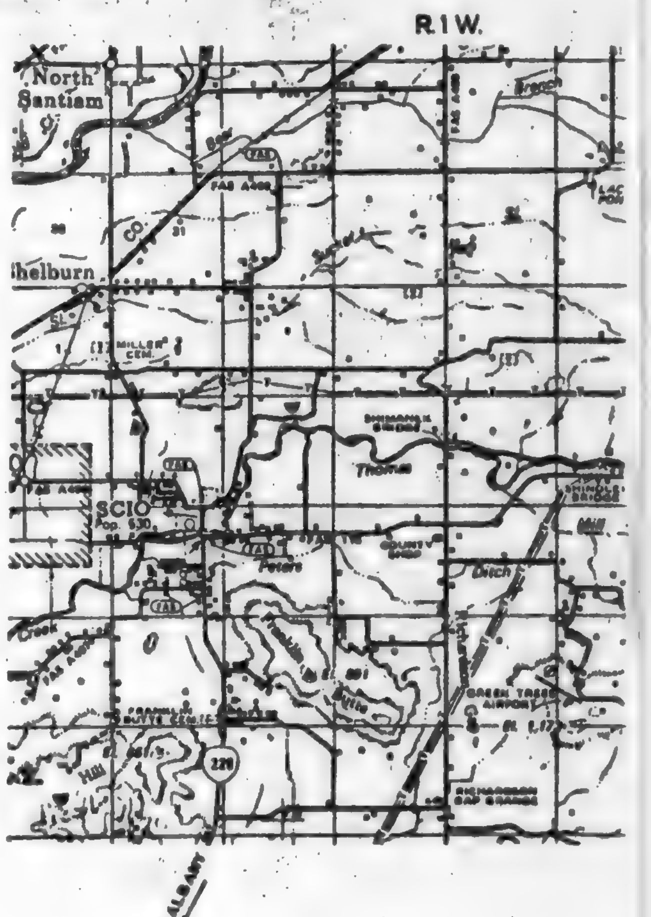
STATE HIG

PLANS FOR

THOMAS CR. (JOR

CO. RD.

LIN


R.1W.
North Santiam
Shelburn
CO.
MILLER CEM.
FAS A400
SCIO Pop. 630
Thomas
SHIMANEK BRIDGE
SHINDLER BRIDGE
COUNTY SHOP
Peters
Ditch
Creek
Franklin Butte
FRANKLIN BUTTE CEM.
GREEN TREES AIRPORT
Hill
226
TO ALBANY

APPROVED 3-5-85
DATE

(Roadmaster)
for COMMISSIONER

COMMISSIONER

COMMISSIONER

Ske
Scale
0

10,032

Section Thomas Cr. (Jordan Rd) Bridge Programming Estimate $ 450,000
Highway Jordan Rd. Project Length 0.07 mi
County Linn Completion Time 120 C.D
Kind of Work Grading, Paving & Structure Est. Comp. Date 8/26/85
Prefix 222-1974-921 Letting Date Apr. 4, 1985 Project No. BROS-2200 (3)

RECV'D 8/4/85
@ 4:45 PM
JC

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 304,492.00

Anticipated Additional Items:

Royalty Payment.		
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Temporary Pavement Striping		
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ________		
Roadside Seeding & Mulching	1000.00	$ 1000.00
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x ____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
________		
________		
________		
________		
________		
Adjust Utilities:		
________		
________		
Subtotal		$ 305,492.00
Contingencies (4-1/2%)		13,747.14
Engineering (8, [✓ 9], 10%)		27,494.28
Subtotal		$ 346,733.42
Credit for ________		
Estimated Net Authorization, Construction . . . . $		346,733.42

APPROVED

____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Thomas Cr (Jordan Rd.) Bridge Sec.
COUNTY Linn
SHEET 1 **OF** 2
KIND OF WORK Grading, Paving and Structure
KEY NUMBER
LENGTH .06mi
DATE
NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	COST ANALYSIS UNIT. 3-1-85					
	~~THIS ENGINEERING ESTIMATE IS PRICED FOR~~ BID LETTING 4-4-85					
	Mobilization		LUMP SUM	All	LUMP SUM	25,000
	Temporary Protection and Direction of Traffic		LUMP SUM	All	LUMP SUM	1,200^{00}
	Temporary Signs		Sq Ft	222	6^{00}	1,332^{00}
	Temporary Barricades		Each	5	70^{00}	350^{00}
	Temporary Concrete Barriers, Reflectorized		Lin. Ft	100	16^{00}	1,600^{00}
	Flaggers		Hour	40	18^{00}	720
	ROADWORK					
	Embankment in Place		CuYd	339 ~~340~~	7	2373 ~~2380~~
	~~Trench Excavation~~		~~CuYd~~	~~12~~		
	1"-0 Aggregate Base		Ton	436 ~~490~~	13	5668 ~~6370~~
	Class "B" Asphalt Concrete		Ton	217 ~~220~~	43	9331 ~~9460~~
	12-inch Culvert Pipe		Lin Ft	20	20	400
	12-inch Storm Sewer Pipe		Lin Ft	40	20	800
	Concrete Inlets, Type G		Each	2	400	800
	Guard Rail, Type 2A		Lin Ft	188	15	2820
	Guard Rail, Type 3		Lin Ft	100	30	3000
	Guard Rail Anchors, Type 1		Each	4	350	1400
	Rail End Pieces, Type C		Each	4	90	360

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Thomas Cr. (Jordan Rd.) Bridge Sec	COUNTY Linn	SHEET 2	OF 2
KIND OF WORK	KEY NUMBER	LENGTH	DATE
			NAME BLACHLY

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Extra for Asphalt Approaches		Each	4	190	760
	Drainage Curbs		Lin Ft	50	6	300
	Loose Riprap, Class 700		Cu Yd	125	25	3125
	STRUCTURE					
	Shoring, Cribbing, Etc.		Lump Sum	All	Lump Sum	5000^{00}
	Bridge Removal Work		LUMP SUM	All	LUMP SUM	27,000^{00}
	Structure Excavation		Cu Yd	125	12 ~~10~~^{00}	1,500 ~~1,250~~^{00}
	Structure Excavation Below Elevations Shown		Cu Yd	13	12 ~~10~~^{00}	156 ~~130~~^{00}
	Structural Concrete, Class 3300 50CY @ $~~220~~ 235/CY		LUMP SUM	All	LUMP SUM	11,750 ~~11,000~~^{00}
	Structural Concrete, Class 4000 15CY @ $~~250~~ 260/CY		LUMP SUM	All	LUMP SUM	3,900 ~~3,750~~^{00}
	Structural Concrete, Class 4500 195 CY @ $260/CY		LUMP SUM	All	LUMP SUM	50,700^{00}
	Reinforcement 27800# @ $.42/#		LUMP SUM	All	LUMP SUM	11,676^{00}
	Coated Reinforcement 8700# @ $.65/#		LUMP SUM	All	LUMP SUM	5,655^{00}
	4'x 90'/95' Prestressed Box Beams 90' @ ~~105~~ 115/'		Each	9	10,350^{00} ~~9450~~^{00}	93,150 ~~85,050~~^{00}
	Reinforced Concrete Bridge End Panels		Sq Yd	147	57^{00}	8,379^{00}
	Two Tube Steel Railing		Lin Ft	361	38^{00}	13,718^{00}
	3-inch PVC Pipe		Lin Ft	367 ~~363~~	7^{00}	2,569 ~~2,541~~^{00}
	Surface Finish Bents 2 and 3 ~~Concrete~~ Refinishing ~~Painting~~		Lump sum ~~Sq. Yd~~	All ~~160~~	Lump sum ~~50~~^{00}	8,000^{00}
						304,492

734-1736 (REV. 2-84)

STATE OF OREGON

INTEROFFICE MEMO

TO: Bill Anhorn
Region 2 Engineer

DATE: February 14, 1985 DES 23
12958A

ORIGINAL SIGNED
K. A. KAMADOLI

FROM: Kamal A. Kamadoli, P.E.
Principal Structural Design Engineer

SUBJECT: Thomas Creek (Jordan Road) Bridge
County Road 829
Linn County
BR 12958A

Attached are two reduced prints of Drawings 40276 through 40279 which are the advance detail drawings for this structure. We have also attached one copy for the Project Manager.

Our present estiamte of costs for the proposed contract is as follows:

Roadwork	$ 38,900
Structure	248,000
Engineering & Contingencies(20%)	57,380
TOTAL	$344,280

It is planned to call for bids on this section during April 1985.

Please make a field review and return one set by March 1, 1985 with your comments and corrections noted.

MAM:jrb

Attachments

cc: Willis Grafe, Linn County Engineer /w/ 2 - Please return 1 set approved.
H. A. Schell, FHWA /w/ 2 + 2 copies of foundation report
Specifications /w/ 1 + estimate sheet (unchecked) and designer's notes
Construction /w/ 1
Utilities /w/ 1
✓ Program Section
Road Design /w/ 1
J. E. Backstrand

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ✓ PROGRAM UNIT ___
FEB 15 1985
REFER TO Local Programs
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

H

81-125-1307

10, [illegible]

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

2-13-85

Highway # 2022
Linn Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. 505-BROS-2200(2) Prefix 222-1974

Project Name Thomas Creek (Jordan Rd.) Br.
U12958A

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act. DONATED

☒ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
FEB 25 1985
REFER TO___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Albany, Oregon, this 13th day of February, 1985

County of Linn

Carl J Stephani
~~County Judge~~ Chairman Carl J. Stephani

Vernon Schrock
Commissioner Vernon Schrock

Commissioner Richard Stach

Certified By:
Regional Right-of-Way Supervisor
Date 2-19-85

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

10,632

Key #1173

Thomas Creek (Jordan Rd) Br. #12958A

Ready 12 Aug 85
Let 25 Jul 85

[illegible] [illegible] is obtained
Rd & Br. work should be finished Feb 4 or 5
Div 7 St. Lands will take until mid-Apr at least

January 23, 1985

Phillip O. Stearns
Region II
2960 State St.
Salem, Oregon 97310

RE: Jordan Bridge Project

Please do whatever you can to move the subject project ahead on schedule. The loggers are pressuring us for overloads on the Hannah Bridge. We are concerned that the Hannah Bridge will suffer serious damage if we have to continue to let the loggers use it.

Sincerely,

Willis Grafe

Willis Grafe
Linn County Engineer

Suggest 18 APR at earliest.
25 APR would be optimistic

Gary Potter

Please see what you can do get this project to an early letting.

Phil Stearns

Hank-
pls. advise,
GP

PROGRAM SECTION
MANAGER
RESOURCE UNIT
FA UNIT
PROGRAM UNIT
JAN 28 1985
REFER TO Rich
R/D ___ ACT ✓ REPLY ___
DISC ___ INFO ___ FILE ___

10,05-2

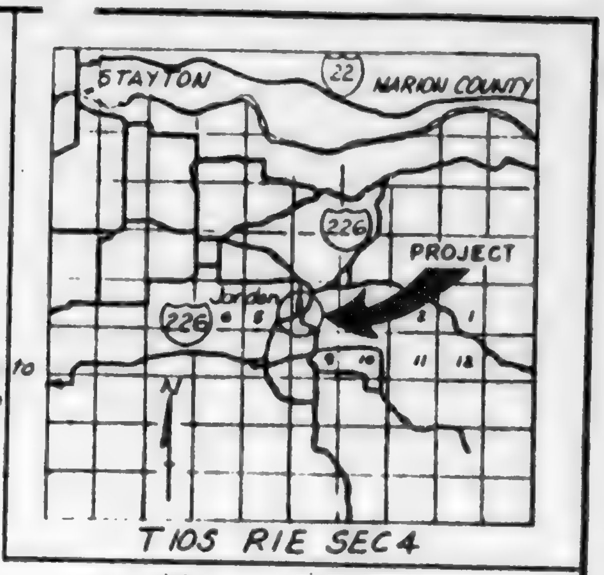
12-25-4

HYDRAULIC DATA

	Design Flood	Max. Flood yr.
Discharge - c.f.s.	15,200	21,700
Frequency - yrs.	25	100
H.W. Elevation Natural Channel	93.5	97.0

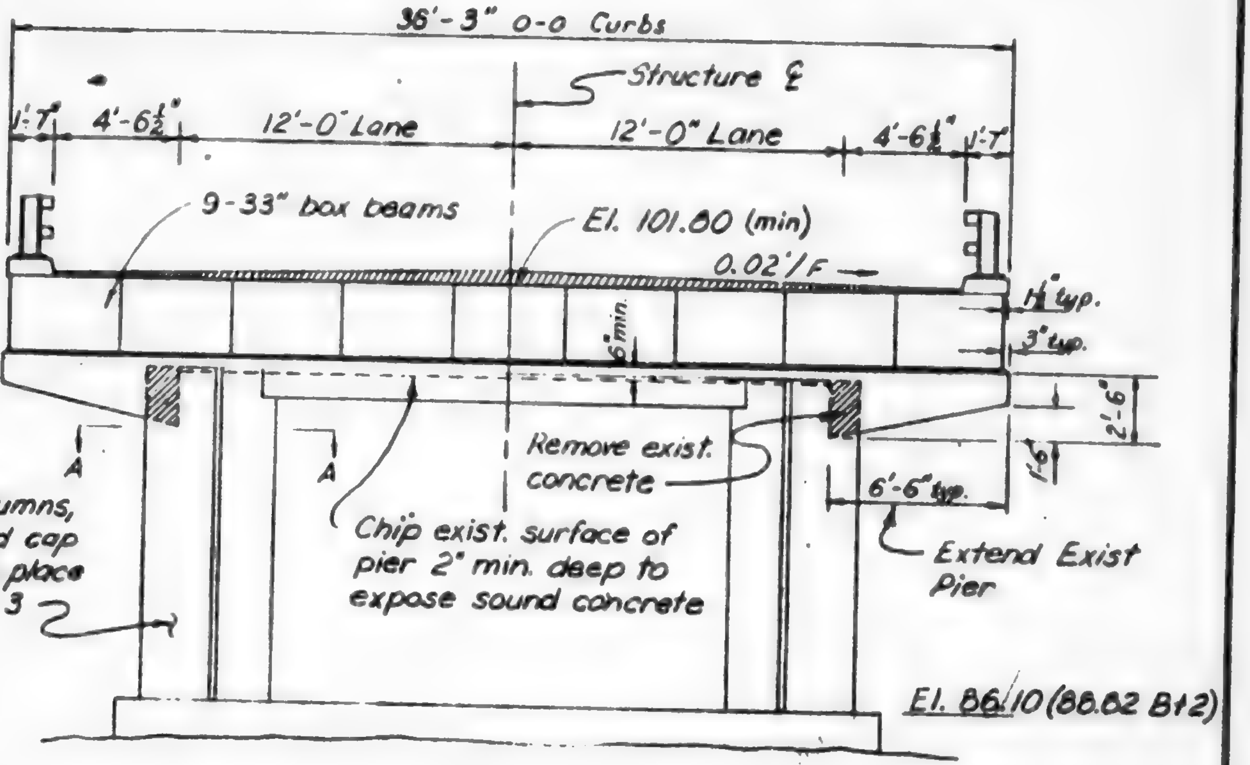
Existing
re

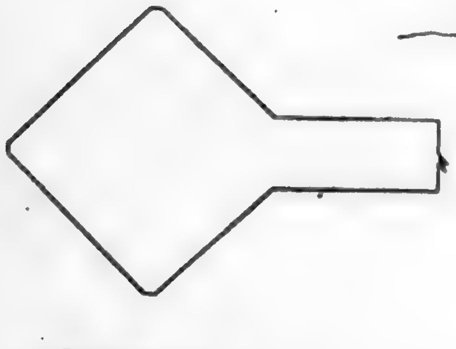
structure -
ting Rdwy ℄


STAYTON
22
MARION COUNTY
226
PROJECT
Jordan
226
13 miles to Lebanon
N
T10S R1E SEC4

VICINITY MAP
No Scale

NOTE
E SCALE OF THIS PRINT IS
THAT OF THE ORIGINAL DRWG
R EXAMPLE:
NDICATED SCALE ¼"=1'-0"
OULD BE READ ⅛"=1'-0"
NDICATED SCALE 1"=10'-0"
OULD BE READ 1"=20'-0"


36'-3" o-o Curbs
Structure ℄
1'-7"
4'-6½"
12'-0" Lane
12'-0" Lane
4'-6½"
1'-7"
9-33" box beams
El. 101.80 (min)
0.02'/F
1½" typ.
3" typ.
6" min.
2'-6"
1'-0"
A
A
Remove exist. concrete
6'-6" typ.
Extend Exist Pier
Existing Columns, web wall, and cap to remain in place at Bents 2 & 3
Chip exist. surface of pier 2" min. deep to expose sound concrete
El. 86.10 (88.82 B1 2)



TYPICAL SECTION
Scale: ¼" = 1'-0"

Note: Design Live Load: HS 20-44

Section A-A

APPROVED 12-12-84
DATE

n are
rete
placement
and ACWS.

Shultz
COMMISSIONER

Vernon Schiack
COMMISSIONER

David O. Cox
COMMISSIONER

APPROVED:
P.E.
BRIDGE ENGINEER
P.E.
ASST. STATE HIGHWAY ENGINEER
DESIGNED R. Evonuk
DRAWN L. L. Dickinson
CHECKED
REVIEWED
REVIEWED
CALC. BOOK

DATE	REVISION

OREGON DEPARTMENT OF TRANSPORTATION
BRIDGE DESIGN SECTION

THOMAS CREEK (JORDAN) BRIDGE
THOMAS CREEK (JORDAN) BR. SECTION
COUNTY RD. 829 LINN COUNTY

PRELIMINARY PLAN & ELEVATION

ACCOMPANIED BY DWGS.

DATE AUGUST 1984
BRIDGE NO 12958A
SHEET 1 OF
DRAWING NO. 39852

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

December 7, 1984

In Reply Refer To
File No.:

Willis Grafe
County Engineer
3010 Ferry S.W.
Albany, Oregon 97321

Thomas Creek (Jordan) Bridge

Enclosed are two copies each of drawings 39852 and 36473 which are the preliminary plan and elevation and vicinity map for subject project. Also enclosed is a copy of the hydraulic report for your file.

Note that concrete bridge approach panels have been included in this project.

Present estimate of cost for this proposed contract is:

Roadwork	$33,000
Structure	$225,000
Engineering & Contingincies	$52,000
Total	$310,000

Please review the drawings and return one set to this office with your comments and appropriate signatures in the approval block.

ORIGINAL SIGNED BY
PHILLIP O. STEARNS

Phillip O. Stearns
Region II Federal Aid Specialist

POS:jms

c: John Tindall
Program Unit

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
[✓ FA UNIT] ___ PROGRAM UNIT ___
DEC 10 1984
REFER TO Shultz
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ✓ FILE ✓

734-1867 (3-84)

Environmental Assessment
Final Section 4(f) Evaluation
Revised September, 1984

THOMAS CREEK (JORDAN) BRIDGE REPLACEMENT

County Road
Linn County, Oregon

Federal Highway Administration
and
Oregon Department of Transportation

STATE OF OREGON
1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.
ENV 3

DEC 07 1984

TO WHOM IT MAY CONCERN:

This Finding of No Significant Impact (FONSI) for the Thomas Creek (Jordan) Bridge in Linn County, Oregon, is being distributed for your information.

If you wish to comment further on the project or its impact, please address your comments to the Federal Highway Administration, The Equitable Center, Suite 100, 530 Center Street N.E., Salem, OR 97301. Comments should be sent as promptly as possible.

Very truly yours,

Campbell M. Gilmour

Campbell M. Gilmour, Manager
Environmental Section
Oregon State Highway Division
324 Capitol Street N.E.
Salem, OR 97310

CMG:lm

Form 734-3122

FEDERAL HIGHWAY ADMINISTRATION
FINDING OF NO SIGNIFICANT IMPACT

for

Oregon Project SOS-2200(2)
Thomas Creek (Jordan) Bridge
County Road - Linn County

The FHWA has determined that this project will not have a significant impact on the human environment. This finding is based on the attached environmental assessment which has been independently reviewed by the FHWA and found to adequately and accurately discuss the environmental issues and impacts of the proposed project. It provides sufficient evidence and analysis for determining that an environmental impact statement is not required. The FHWA takes full responsibility for the accuracy, scope, and content of the attached environmental assessment.

Date 10/11/84

Robert B Hathaway
Robert B. Hathaway
Asst Division Administrator
Oregon Division
Salem, Oregon

TABLE OF CONTENTS

Page

PREFACE iii

DESCRIPTION OF THE PROPOSED ACTION 1

NEED 1

ALTERNATIVES CONSIDERED 2

SELECTED ALTERNATIVE 3

ENVIRONMENTAL IMPACTS 3

- Aquatic Biology 3
- Water Quality 4
- Wetlands 4
- Wildlife 4
- Floodplain 4
- Navigability 5
- Geology 5
- Traffic 5
- Public and Emergency Services 6
- Land Use 6
- Right-of-Way 7
- Recreation 7
- Cultural Resources 8
  - Historic Properties 8
  - National Register Eligible Property 8
    - Description of Structure 8
    - Significance of Property 9
    - The Build Alternatives A, B, and C 10
    - Other Alternatives Considered 11
    - The No-Build Alternative D 12
  - Proposed Mitigation 13
    - Build Alternatives A, B, and C 13
    - No-Build Alternative D 14
  - Archeological Resources 15
- Economics 15
- Air Quality 16
- Noise 16

COMMENTS AND COORDINATION 17

FINAL SECTION 4(f) EVALUATION 17

- Applicability 17
- Alternatives 18
- Findings 18
- Measures to Minimize Harm 19
- Coordination 20

TABLE OF CONTENTS - Continued

Page

RESPONSE TO COMMENTS BY GOVERNMENT AGENCIES 21

RESPONSE TO COMMENTS BY THE PUBLIC 23

APPENDIX A - Suggested Maintenance for Jordan Bridge
APPENDIX B - Procedures Followed for Subsurface Cultural Deposits Discovered During Construction
APPENDIX C - Construction Noise Abatement Measures
APPENDIX D - Coordination Letters
APPENDIX E - Letters and Cards received after the public hearing

LIST OF TABLES

Number	Title	Page
1	Estimated Project Costs	15

LIST OF FIGURES

Number	Title	Following Page
1	Project Vicinity	2
2	Project Location	2
3	Proposed Typical Section	2
4	Alternative A	2
5	Alternative B	2
5b	Alternative C	2
6	Proposed Bridge Structure--Alternatives A and B	4
7	Proposed Bridge Structure--Alternative C	4
8	Thomas Creek	4
8a	Property Ownership	8
9	Views of Existing Bridge	8
10	Structural Features, Existing Bridge	8
11	Bridge Pier, South Bank	8
12	Covered Bridges, Northwestern Linn County	12

PREFACE

The Revised Environmental Assessment includes all the information in the Environmental Asessment as it was reviewed by the public and other agencies, plus additional information specifically describing the Selected Alternative and the comments received during the review period. The Final 4(f) Evaluation has also been revised to reflect additional coordination with the Advisory Council on Historic Preservation including, the Memorandum of Agreement with them which specifies additional mitigation measures to minimize adverse impacts to the Jordan Bridge.

The information which has been added to the Environmental Assessment and the 4(f) Evaluation is identified by a broad vertical line at the right hand margin of the page. These additions are limited to the Selected Alternative, on page 3, Comments and Coordination on page 17, and the Final 4(f) Evaluation on page 18.

Responses to Comments by Government Agencies begins on page 21, and Responses to Comments by the Public begins on page 23. Appendix D contains letters received during the public and agency review period of the Environmental Assessment, in addition to the letters contained in the Environmental Assessment at first printing. Appendix E contains letters and cards received from the general public subsequent to the public hearing.

Thomas Creek (Jordan) Bridge
County Road #829
Linn County, Oregon

DESCRIPTION OF THE PROPOSED ACTION

The proposed project is to replace the Thomas Creek (Jordan) Bridge on Jordan Road (County Road #829), one mile north of the town of Jordan, in Linn County, Oregon. The bridge is located at the north end of the project, at the intersection of Jordan Road and State Route 226, the Albany - Lyons Highway (Figures 1 and 2), at river milepoint 19.0. Improvements to the roadway will extend approximately one-tenth of a mile south of the bridge on Jordan Road.

NEED

The Thomas Creek Bridge is a Howe Truss structure constructed of untreated timber in 1937. It has a total length of 148 feet, with a clear span of approximately 90 feet, timber trestle approaches, and it is 17 feet wide. It is approximately 30 feet tall.

The bridge is functionally obsolete, and is unsafe for current traffic volumes and vehicle sizes. It serves as a primary route to market for a timbershed of approximately 125 square miles, and has been carrying an average of 28 heavily loaded log trucks per day. The vertical alignment of the roadway leading to the structure is such that the logging trucks cause severe impact loading on the southerly end of the bridge. The trucks must brake to a stop through the bridge, which has led to severe deck damage on the south approach.

Despite a high level of maintenance, the main span suffers rot and insect damage (termites and carpenter ants) in critical areas of the primary members, and it cannot be restored to its original condition without extensive rehabilitation. Vandalism to the roof and walls has increased maintenance and resulted in water damage to the structure.

Currently the bridge has reached a critical state with crushing of the lower chord and resultant distress throughout the remaining members. In January 1983, Linn County reduced the load limit from 12 tons to 5 tons. Even so, it is not certain that all of the log trucks are using Hannah Bridge downstream.

In 1982, Linn County hired a consultant to examine the Jordan Bridge for structural deficiencies. Appendix A contains their summary of suggested maintenance for the structure. In effect, this sheet calls for rehabilitation of the structure.

Upon receipt of the report, and as a result of distress in the northwest corner of the bridge, the county bridge crew placed a 12" x 12" strut from the streambed to beneath the first chord point, and another between the bottom and top chord.

In 1983, six to eight inches of sagging of the deck below the approach occured at the southeast corner as a result of a rotting wood support on the pin, and another 12" x 12" strut placed here. This corner of the structure was jacked up about 8 inches to straighten the deck, and the load limit left in place.

ALTERNATIVES CONSIDERED

Three build alternatives and a No-Build Alternative are under consideration for structure replacement.

For the three build alternatives, there would be two 12 foot travel lanes and two 4 foot shoulders. No sidewalks or bikepaths are proposed due to the sparsity of population and the small volume of vehicular traffic. Figure 3 shows the typical section for the bridge.

Alternative A would be a new structure on new alignment westerly, or downstream of the existing structure (Figure 4). This would be an alignment 30 feet westerly of the center north end of the existing structure with a 150 foot long structure. Approximately 40 feet of additional right-of-way is required westerly of the existing alignment at the south end of the structure, this being the widest acquistion of right-of-way.

Vertical abutments are required at each end of the structure with wingwalls on all corners, excluding the southeast corner.

This alignment connects straight into the existing curve on Jordan Road south of the structure.

Alternative B establishes a new alignment 37 feet easterly of the center south end of the existing structure (Figure 5). Because the existing ground is so steep at the north end of the new structure, a vertical abutment and wingwalls are required.

A flatter curve in the same direction as the existing curve connects into the existing curve on the Albany-Lyons Highway north of the project. It gives a better angle of approach than the existing alignment. However, the curve on the Albany - Lyons Highway northeast of the structure limits the sight distance of westbound traffic. It requires 90 feet of additional right-of-way easterly of the existing alignment at the north end of the new structure.

Alternative C is the construction of a new structure on the existing alignment. This is the preferred alternative at this time.

Alternative D is the No-Build Alternative. It is not considered a viable alternative for the reasons discussed in the section above, Need.

The alignment for Alternatives A and B would converge about 400 feet south of the existing bridge near the southern terminus of the project.

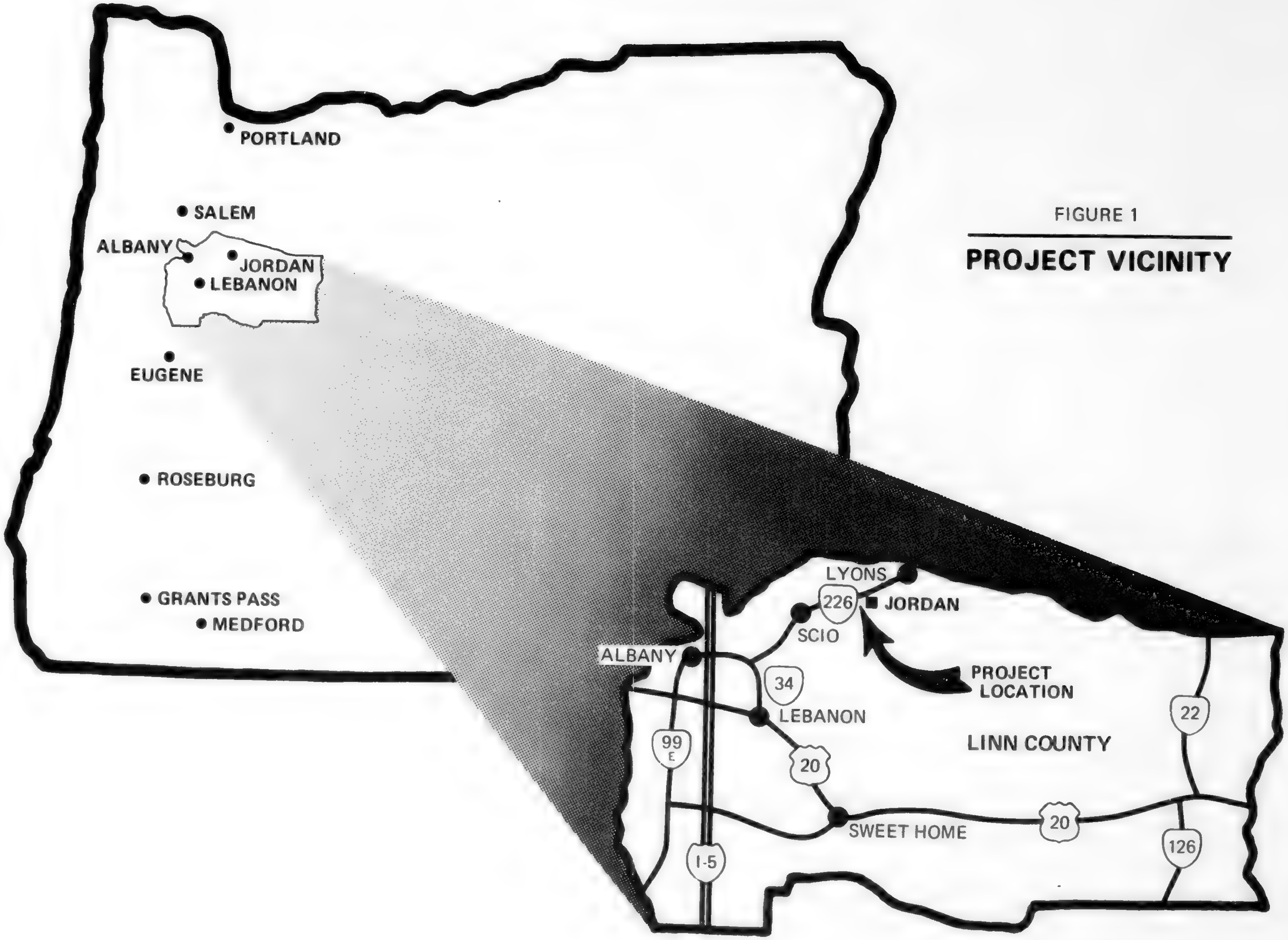


FIGURE 1

PROJECT VICINITY

PORTLAND
SALEM
ALBANY
JORDAN
LEBANON
EUGENE
ROSEBURG
GRANTS PASS
MEDFORD
LYONS
226
JORDAN
SCIO
ALBANY
34
PROJECT LOCATION
LEBANON
LINN COUNTY
22
99 E
20
SWEET HOME
20
126
I-5

FIGURE 2

PROJECT LOCATION

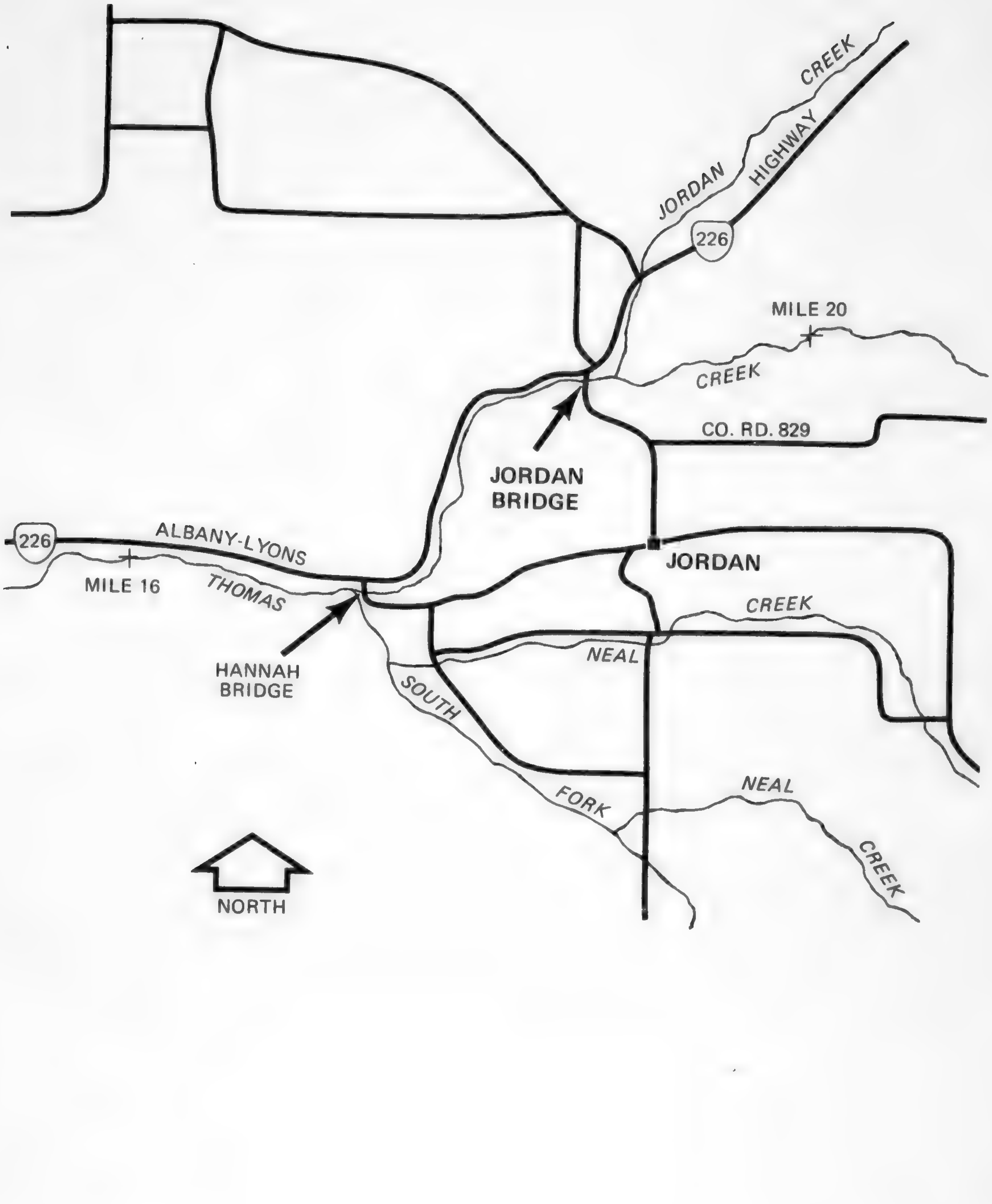

JORDAN CREEK
HIGHWAY
226
MILE 20
CREEK
CO. RD. 829
JORDAN BRIDGE
226
ALBANY-LYONS
MILE 16
THOMAS
JORDAN
CREEK
NEAL
HANNAH BRIDGE
SOUTH
FORK
NEAL
CREEK
NORTH

FIGURE 3

Proposed Typical Section

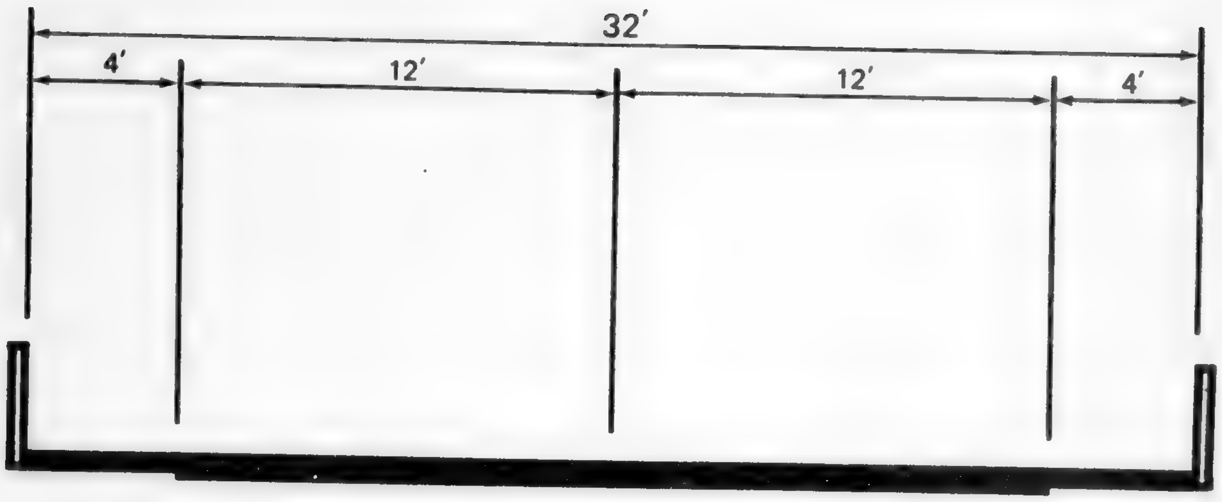


FIGURE 4

ALTERNATIVE A

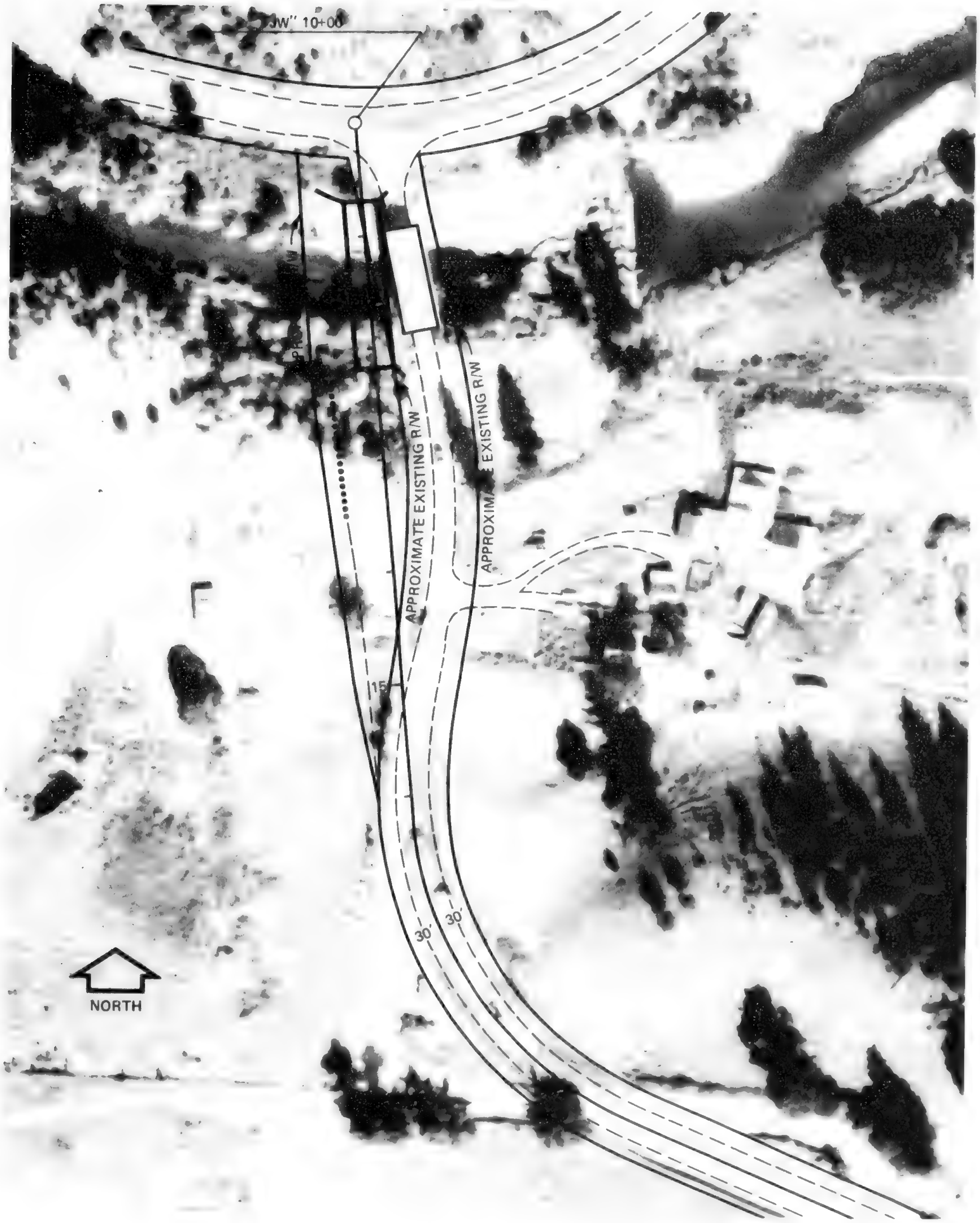

JW" 10+00
APPROXIMATE EXISTING R/W
APPROXIMATE EXISTING R/W
15
30'
30'
NORTH

FIGURE 5

ALTERNATIVE B

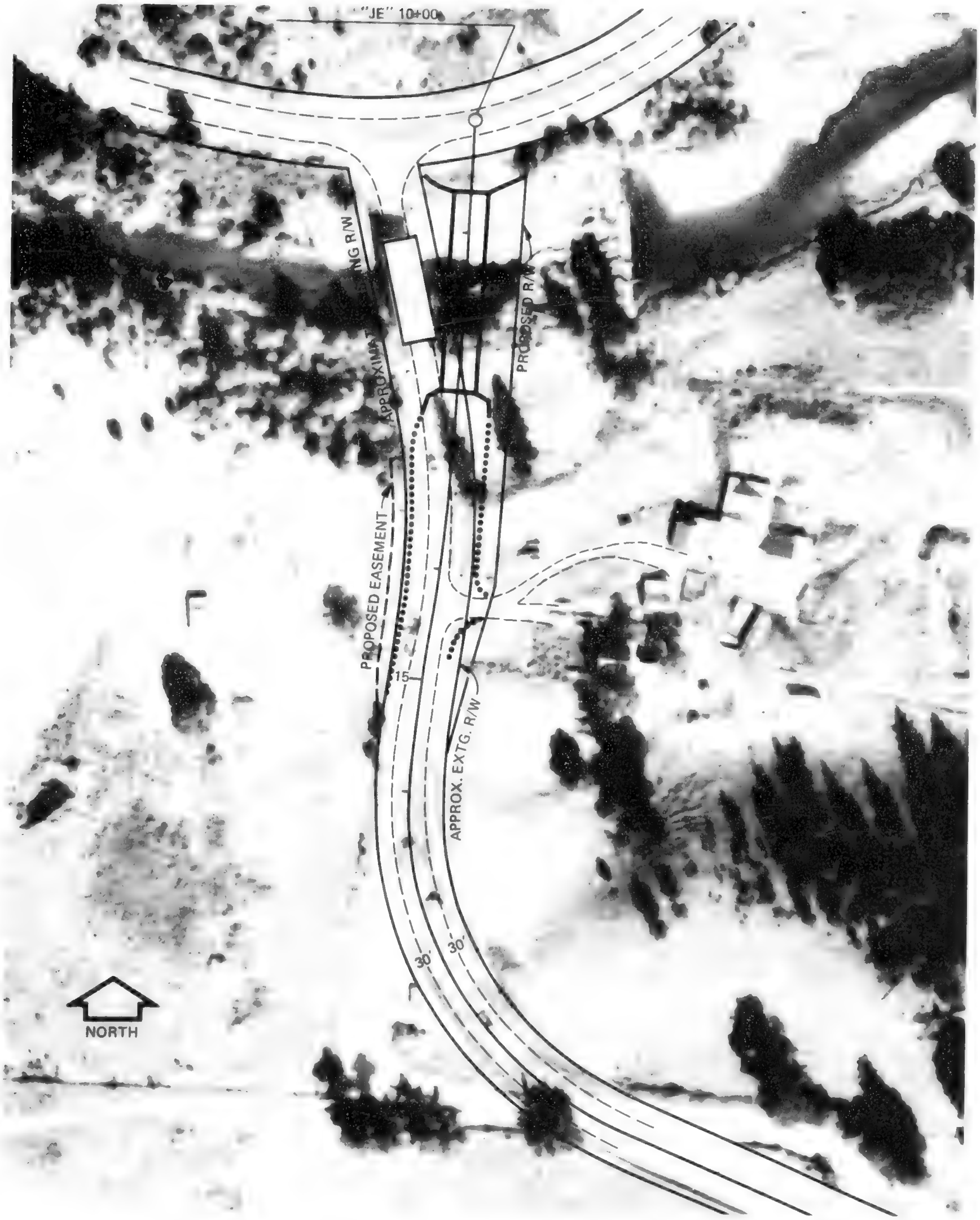
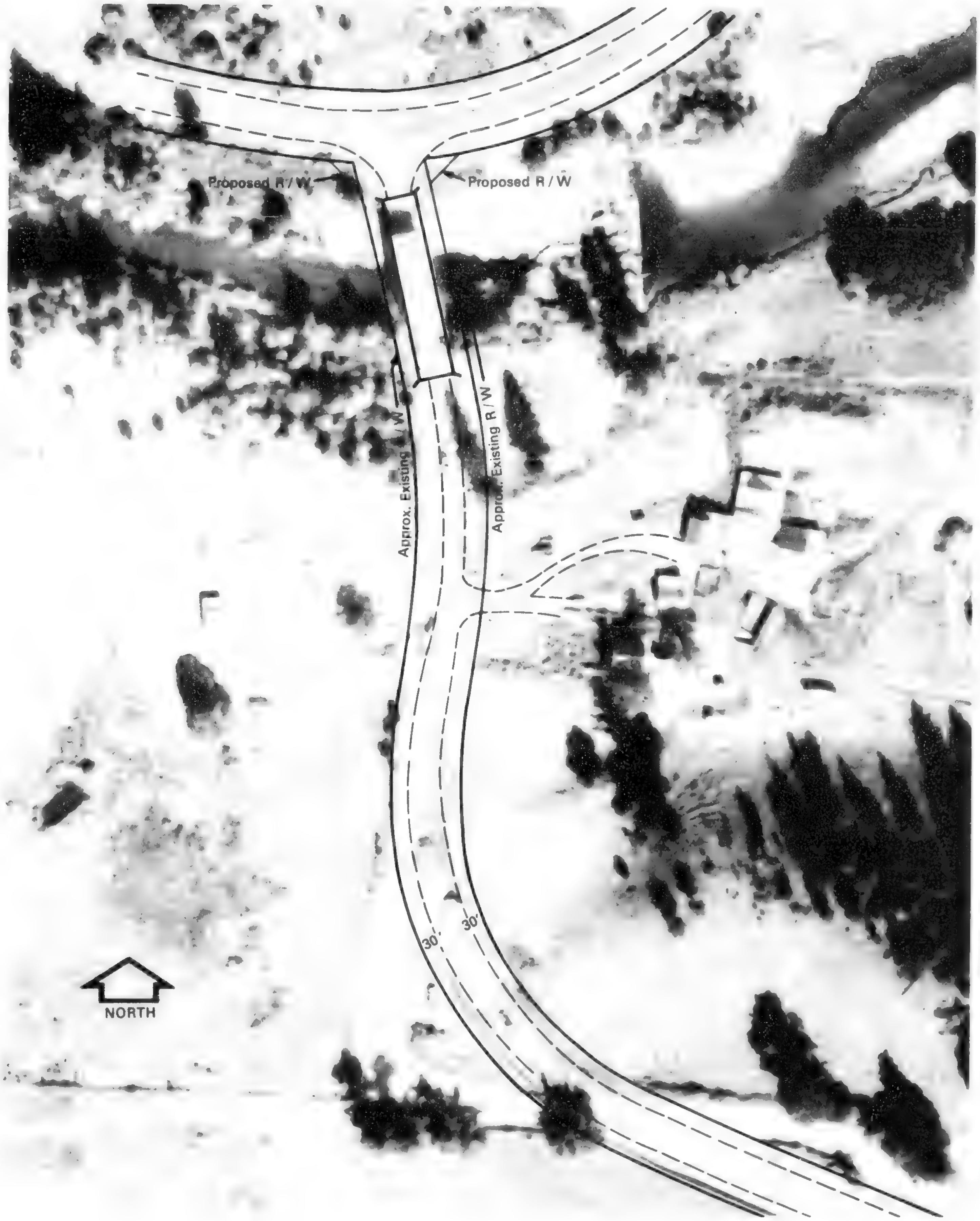

"JE" 10+00
APPROXIMAT
NG R/W
PROPOSED R/W
PROPOSED EASEMENT
15
APPROX. EXTG. R/W
30'
30'
NORTH

FIGURE 5 B

ALTERNATIVE C


Proposed R/W
Proposed R/W
Approx. Existing R/W
Approx. Existing R/W
30'
30'
NORTH

The structure proposed for Alternatives A and B (Figure 6) on the revised alignments would consist of single span bulb - T beams. New piers would be constructed at each end of the bridge.

The structure proposed for Alternative C (Figure 7) would consist of precast, prestressed beams in the center of the bridge, and precast, prestressed slab spans at each end of the bridge. New piers would be constructed at each end of the bridge.

Rehabilitation of the existing structure was considered, but has been dropped from further study. A preliminary cost estimate shows that it would cost $190,000 to rehabilitate the existing structure to a structurally safe condition. It would still have the functionally inadequate 17-foot width, and the higher maintenance costs of a timber structure. The life span of a timber structure is 30 years versus 100 years for a concrete bridge. And there is no guarantee that the existing structure would last another 30 years, given the demands of modern vehicular traffic. Problems with vandalism of the structure in the summer would remain (see Recreation).

Selected Alternative

A public hearing was held for this project on May 9, 1984 at 8:00 p.m. in Jordan. None of the persons testifying orally or in writing expressed a preference for one build alternative over another. Three persons expressed a desire for a new concrete bridge. Alternative C, the preferred alternative of building a new structure on the existing alignment, is the alternative selected for construction. This decision was made on the basis of existing and projected traffic demands, the functional obsolescence and structural deterioration of the existing structure, and the potential hazards and associated liability posed by leaving the existing structure in place.

ENVIRONMENTAL IMPACTS

Aquatic Biology

Thomas Creek is a tributary to the South Santiam River, and it drains an area of the western slopes of the Cascade Mountains of central Marion County. It has a total length of 42 miles. The main stem is approximately 24 miles long, and stream flow is uncontrolled.

This stretch of Thomas Creek is a migration route and spawning area for Chinook Salmon and Steelhead Trout. Silver salmon have been introduced into Thomas Creek a few miles upstream of the project. Figure 8 shows Thomas Creek immediately upstream and downstream of the structure.

The Linn County Comprehensive Plan (1980) lists Thomas Creek as a sensitive fish habitat waterway. It recognizes the need to protect riparian habitat zones and lists Thomas Creek among streams having a high potential to support wildlife, and hence deserving a high level of protection. Thomas Creek is also the principal watershed and community water source for the town of Scio.

Alternatives A, B, and C would not impact the fisheries resource because no in-water work would be required. The piers for Alternatives A, B, and C would be constructed above the low water line.

The preferred in-water work period by the Oregon Department of Fish and Wildlife for Thomas Creek is July 1 through September 15. In the unlikely event the project requires in-water work, these guidelines would be adhered to.

Water Quality

The Linn County Comprehensive Plan lists several water quality problems along various stretches of Thomas Creek. It has severe streambank erosion, moderate sedimentation, moderate withdrawal problems for consumptive use, and elevated water temperature on some segments.

Since none of the build alternatives would require in-water work, the project would have no water quality impacts on Thomas Creek.

Standard erosion control measures, such as seeding and planting, would be used during construction. No pollutants of any type would be allowed to enter the river (e.g., petroleum products, fresh concrete, preservatives, etc.). Soils disturbed would be stabilized and revegetated. All project debris would be removed from the stream.

Wetlands

Thomas Creek is not a United States Geological Survey (USGS) identified wetland area. The drainage basin has been subjected to drainage and landfilling.

Just downstream of the existing bridge, there is wetland habitat on the streambanks of the creek. These banks are densely covered with scrub oak, alder, and brush and shrubs.

Alternative A would remove 0.1 acre from a small wetlands area west of the existing structure. Alternative B would also remove a smaller wetlands area to the east of the existing structure. Removal of the existing structure and natural revegetation in the area now under the bridge approaches would adequately compensate for these small wetlands losses.

Alternative C would not impact wetlands. Alternative D would also have no effect.

Wildlife

The project would not affect endangered or threatened species. The project has been coordinated with the U.S. Fish and Wildlife Service. The species list indicated that the project area has no endangered or threatened species present. The limited project construction activity would not impact wildlife adversely in any case.

FIGURE 6

PROPOSED BRIDGE STRUCTURE ALTERNATIVES A AND B

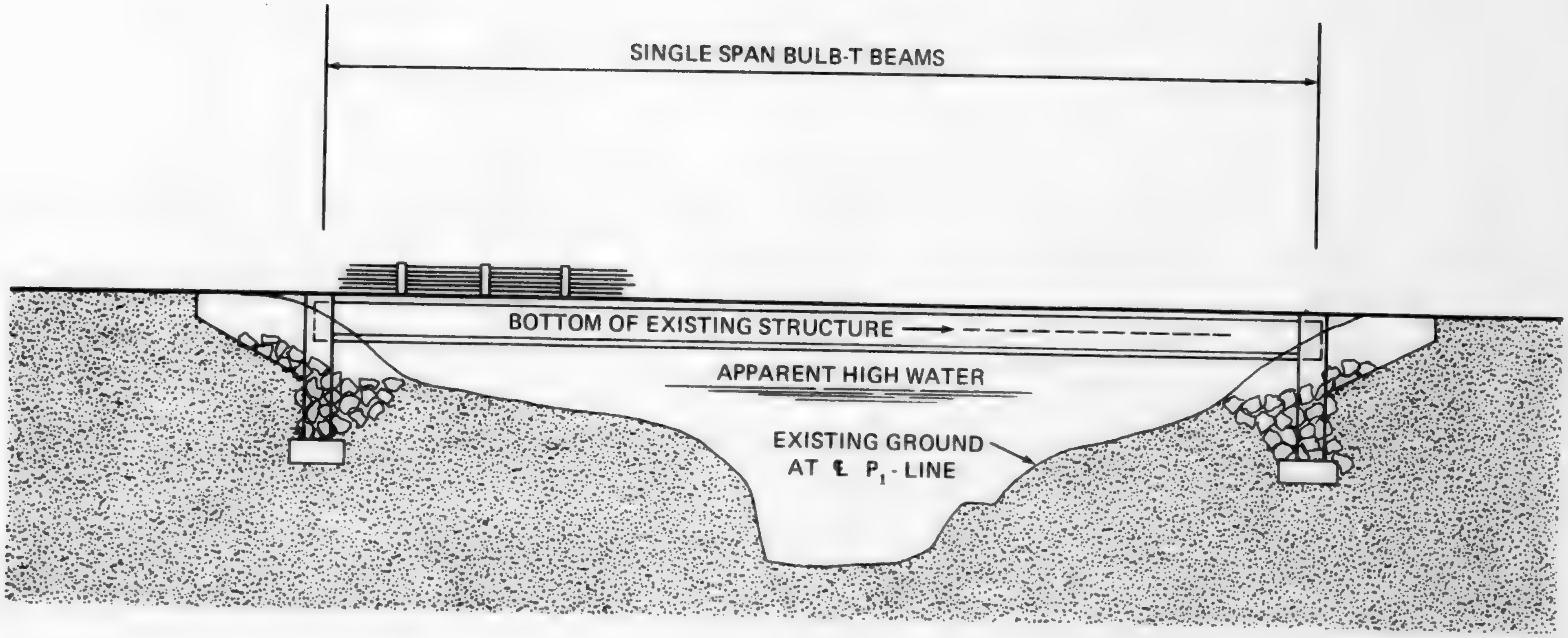

SINGLE SPAN BULB-T BEAMS
BOTTOM OF EXISTING STRUCTURE
APPARENT HIGH WATER
EXISTING GROUND
AT ℄ P_1 - LINE

FIGURE 7

PROPOSED BRIDGE STRUCTURE
ALTERNATIVE C

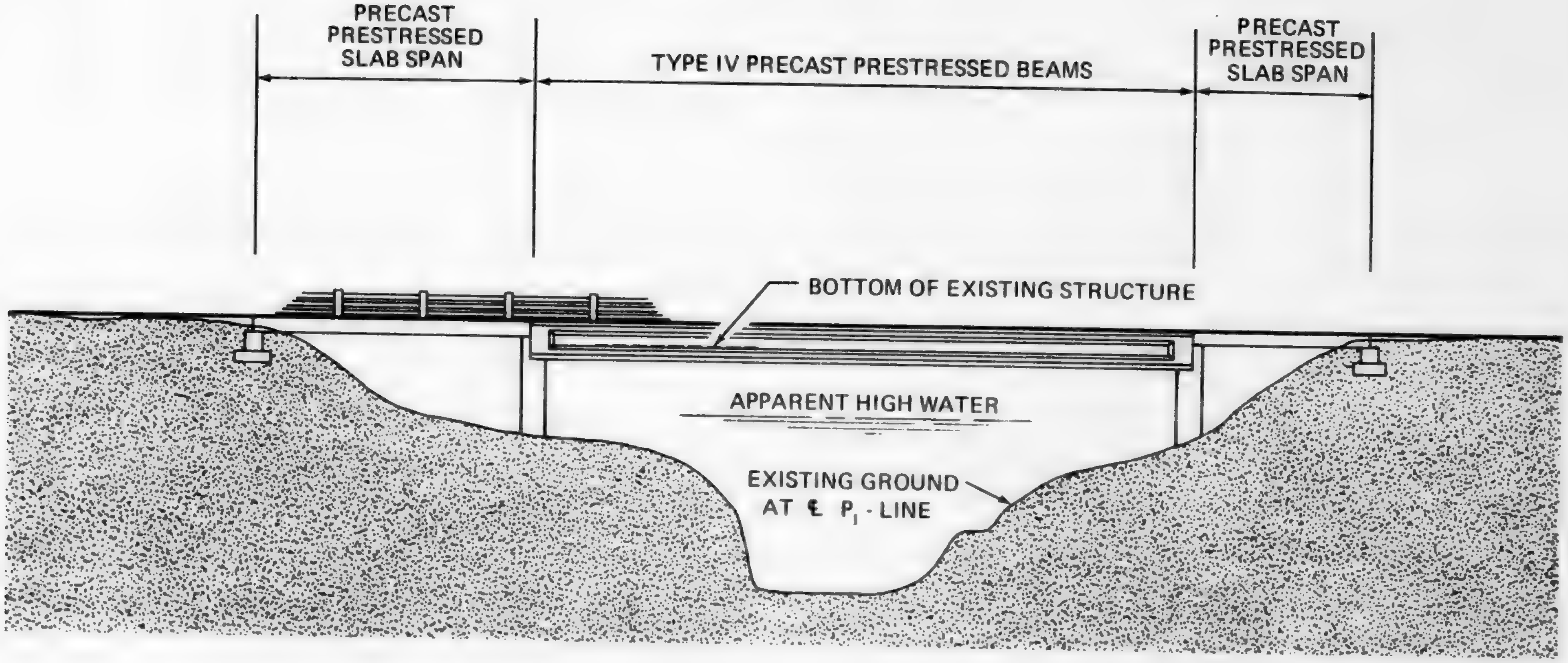
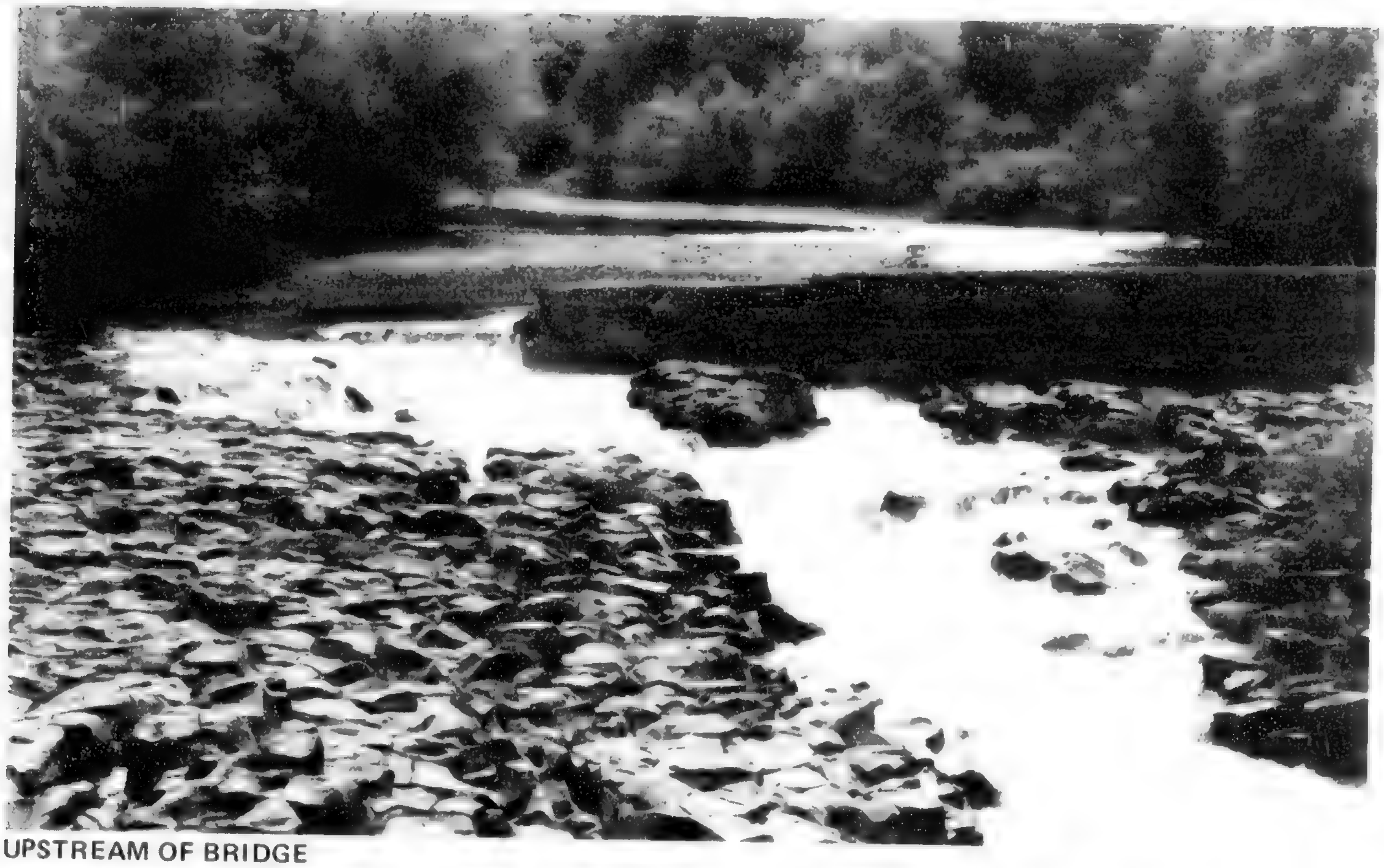

PRECAST PRESTRESSED SLAB SPAN
TYPE IV PRECAST PRESTRESSED BEAMS
PRECAST PRESTRESSED SLAB SPAN
BOTTOM OF EXISTING STRUCTURE
APPARENT HIGH WATER
EXISTING GROUND AT ℄ P_1 - LINE

FIGURE 8

THOMAS CREEK



UPSTREAM OF BRIDGE

DOWNSTREAM OF BRIDGE

Floodplain

The generalized 100-year flood map shows a floodplain along the length of Thomas Creek. However, the Linn County Comprehensive Plan lists all bridges with inadequate clearance elevations for the 100-year floodplain, and it does not include any on Thomas Creek. The stream channel at the bridge is deeply incised with moderately steep banks, the southerly bank being somewhat higher than the north bank.

The build alternatives would have no floodplain impacts since the bottom of the existing structure is above the high water elevation and the new structure would have the same clearances as the existing. Alternative D would also have no impacts.

Navigability

Thomas Creek is not contained in the United States Army Corps of Engineers list of navigable waterways. Oregon Revised Statutes 274.029-034 directs the Division of State Lands to make a study of all of Oregon's waterways, and to make public their findings concerning the navigability of Oregon's waterways. These studies consider Thomas Creek a non-navigable waterway.

Geology

The bedrock in the area of the bridge is mapped as the Stayton lavas, whose basaltic flows cooled to produce the pentagonal columnar jointing exposed in the creek bed. This bed is solid basalt bedrock.

Alternatives A, B, and C would require the construction of a pier on each riverbank above the low waterline of the creek. These piers would be supported on the basalt bedrock and would result in no significant geological impacts.

Alternative D would have no geological impacts.

Traffic

Average daily traffic on this county road is 350 vehicles per day, projected to 450 vehicles per day in the year 1993. Although the total volume of traffic is low, prior to the reduction in load limit an average of 28 heavy trucks crossed the structure daily. Primarily logging trucks, these vehicles resulted in the problems discussed in the Need section of this report.

These heavy trucks also result in problems for the Hannah Covered Bridge two miles downstream of this project. The Hannah Bridge is another Howe truss bridge of similar design built in 1936. Linn County wishes to save the bridge as an historical structure. With the imposition of the load limit on Jordan Bridge, log trucks have been diverted to the Hannah Bridge. Such continued use will result in rapid deterioration of the Hannah Bridge as well.

All of the build alternatives would alleviate the functional and structural deficiencies associated with the existing structure. Logging truck traffic would have an adequate structure built to modern design standards. This would eliminate all heavy truck traffic on Hannah Bridge, and aid in its preservation as an historical structure.

Alternatives A and B would not result in diversion of traffic during construction since the existing structure would remain in place during construction. Because Alternative C would be constructed on the existing alignment, all traffic normally crossing Thomas Creek would need to use the Hannah Bridge until construction were completed. This would adversely affect the Hannah Bridge during the construction period.

The juncture of the existing alignment with the Albany - Lyons Highway is on a curve (Figures 4 and 5) which poses a sight distance problem to the northeast for traffic stopping on the bridge. Alternative C on the existing alignment would pose the same sight distance problems as the existing structure. Alternative A connects straight into the existing curve on the Albany - Lyons Highway north of the structure. A rocky hillside inside the curve on the Albany - Lyons Highway, northeast of the structure could be removed by the Oregon State Highway Division's maintenance forces. This removal coupled with the proposed alignment would provide the best sight distance of the three build alternatives. Alternative B gives a better angle of approach than the existing alignment. However, the curve on the Albany - Lyons Highway northeast of the structure limits the sight distance of westbound traffic.

Alternative D would result in the continued functional and structural deficiencies already discussed. Continued deterioration of the structure would lead to Linn County decreasing load limits further. With all heavy truck traffic using the Hannah Bridge downstream, deterioration of that structure would accelerate.

Public and Emergency Services

School buses and fire protection services do not presently use this bridge. Fire protection services use the Hannah Bridge even though it is a little out of direction because of the load limit on Jordan Bridge. Fire protection for the Jordan community remains on the south side of the river; services don't extend north.

School buses use the Hannah Bridge to bring children to Scio because it is more in-direction than the Jordan Bridge.

Land Use

The valley floor above the stream channel is intensively farmed in cereal grains, grass seed, forage, and pasture. The farms have large acreages, and farm homes are scattered throughout the valley floor. The nearest farm home is approximately 400 feet to the southeast of the project. There are no other buildings in the project vicinity.

The community of Jordan, consisting of a large old church, a school, and a few homes, lies approximately one mile south of the project site.

Linn County zoning in the area is exclusive farm zoning and farm/forest use. The Linn County Comprehensive Plan designates this area as farm/forest, and agricultural resource. The Linn County Comprehensive Plan has not yet been acknowledged by the Land Conservation and Development Commission.

None of the build alternatives would have a significant impact upon land use in the project area, since the project is a bridge replacement with only minor shifts in alignment proposed. It would allow continued use of this roadway as a link in the transportation network for trucking agricultural and forest products, but this would not alter existing or proposed land uses.

Right-of-Way

There are two ownerships in the vicinity of the bridge. One property owner holds the property primarly located south of the bridge, another the property to the north of the bridge (see Figure 8a). Land south of the stream on the east side of Jordan Road is a homesite, on the west side is pastureland. North of Thomas Creek on Jordan Road, the land is in two ownerships.

This area has recreational use as well as some homesite potential if sewage problems can be handled. No buildings would be acquired, there would be no damage, and no relocation expense. Alternative A would require 0.68 acre of right-of-way, with 0.14 acre north of the midstream, and 0.54 acre south. Alternative B would require 0.46 acre with 0.22 acre north of Thomas Creek and 0.24 acre south. Estimated right-of-way and acquisition costs are $11,000 for Alternative A and $9,100 for Alternative B.

Existing road approaches serve the house, barn, and other outbuildings on the east side of Jordan Road, and land on the west side. These approaches would be reestablished with construction of the project.

Alternative C and D would require less than 500 square feet of right-of-way.

Recreation

The Linn County Comprehensive Plan lists no officially designated parks or recreation areas and no potential public recreation sites in the vicinity of the project.

The northeast bank of the river has a level area of exposed rock above the streambed just to the east of the existing structure. The area is approximately 50-feet by 150-feet, and is heavily used locally as a de facto recreation area for fishing and swimming. It is privately owned. There are twenty-five to fifty cars daily at the site in the summer.

Alternative A and C would have no impact upon this site. Alternative B, however, would pass directly over the east end of this site and would reduce both its size and utility as a recreation site. None of the alternatives would reduce the surface area or depth of this swimming hole.

Alternative D would have no impact upon the site. It would result in the continuation of a hazardous situation associated with the use of this site. People regularly use this bridge to jump into the creek in the summer. They climb to the top of the trusses and tear holes in the roof so that they can jump off the top. In addition to the damage caused directly by the vandalization of the structure, water coming through the holes in the roof increases problems of rot and insects in the structure. Linn County considers this a hazardous situation and potentially serious liability problem in the event of injury from such use.

Cultural Resources

Historic Properties

The Jordan Bridge is the only historic property in the immediate project area.

The *National Register of Historic Places* criteria of eligibility were applied to Jordan Covered Bridge. A request for Determination of Eligibility was submitted to the State Historic Preservation Office (SHPO), who concurred, and forwarded to the Department of the Interior, who determined the property eligible. (See Appendix B, Letter from the Keeper of the *National Register*).

National Register Eligible Property

Description of Structure. The Jordan Bridge is 17 feet wide and has a total length of 148 feet including a clear timber span of 90 feet and 48 feet of timber trestle approaches. The central span employs a Howe truss, which features iron stress rods as a means of support for wooden truss members (Figure 9, 10, and 11).

The white-painted, wooden housing is vertical board and batten and is approximately 30 feet high from the base of the flared skirting to the ridgepole of the gable. Central sections of the side walls are open from the rafters to the deck, exposing the truss to view.

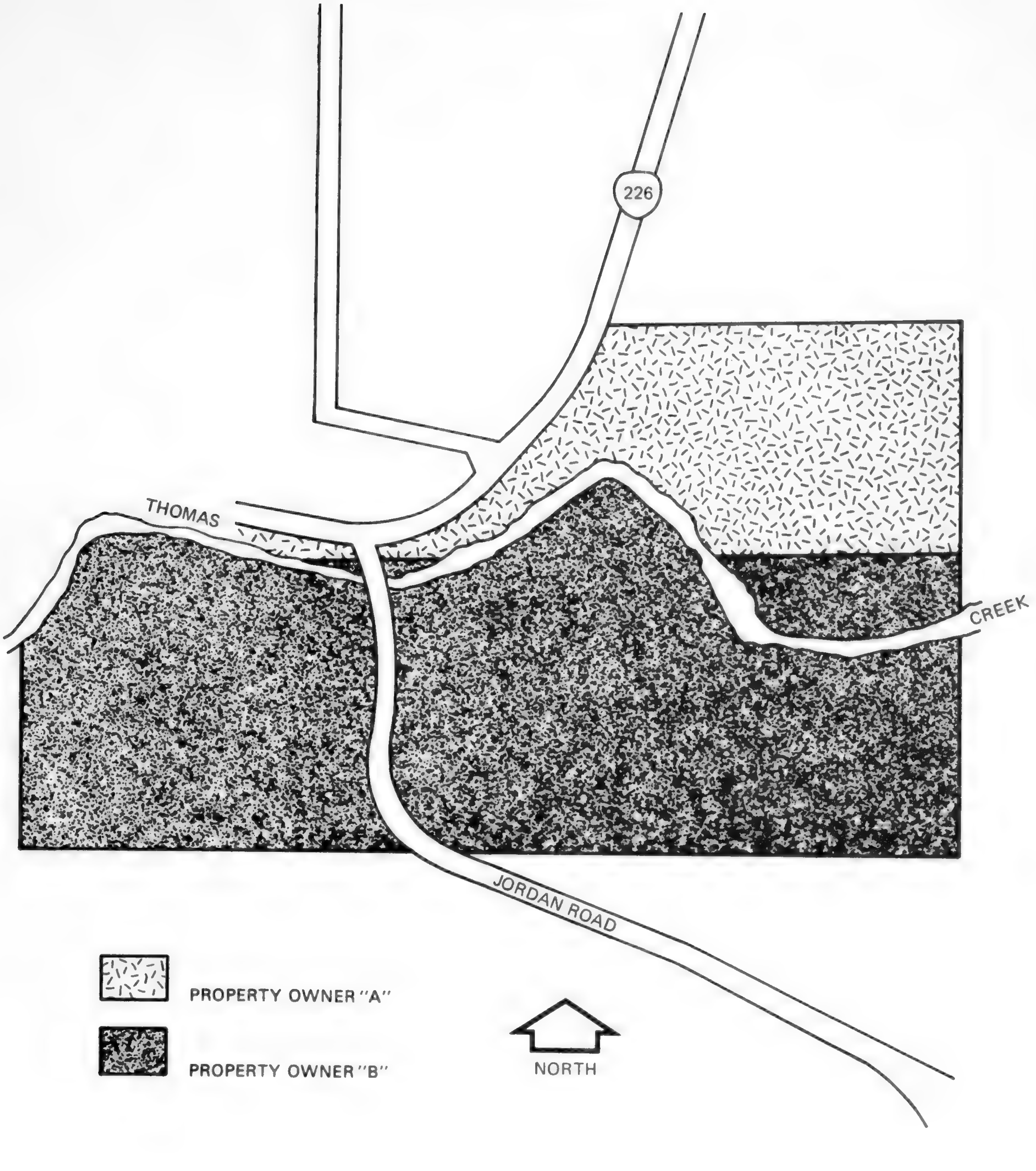
The gable roof is covered with corrugated sheet metal as protection against inclement weather. Beams at the gable ends are exposed and visible at intervals along the bargeboards.

The portal arches were originally segmented, or rounded, but have been altered to a truncated rectangular shape, expanding clearance for large loads. The roadway surface on the bridge and approaches is wood decking covered by asphalt. Concrete abutments support the structure.

The Jordan Bridge is basically unchanged from the original appearance. The most obvious alteration is the modification of the portal arches, which, in effect, is still compatible with the form and structural lines of the truss.

FIGURE 8A

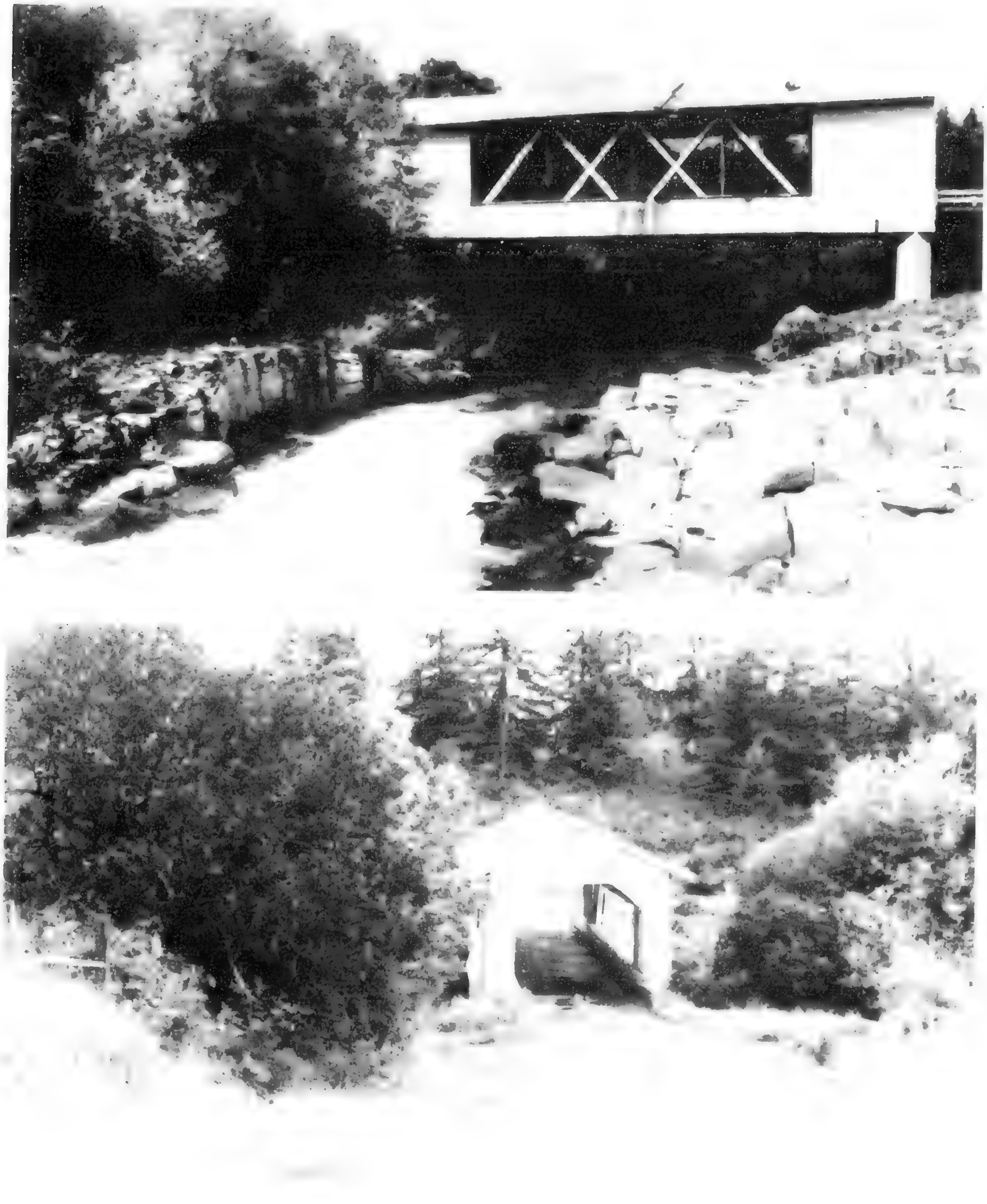
PROPERTY OWNERSHIPS



226
THOMAS
CREEK
JORDAN ROAD
PROPERTY OWNER "A"
PROPERTY OWNER "B"
NORTH

FIGURE [illegible]

VIEWS OF EXISTING BRIDGE



STRUCTURAL FEATURES, EXISTING BRIDGE

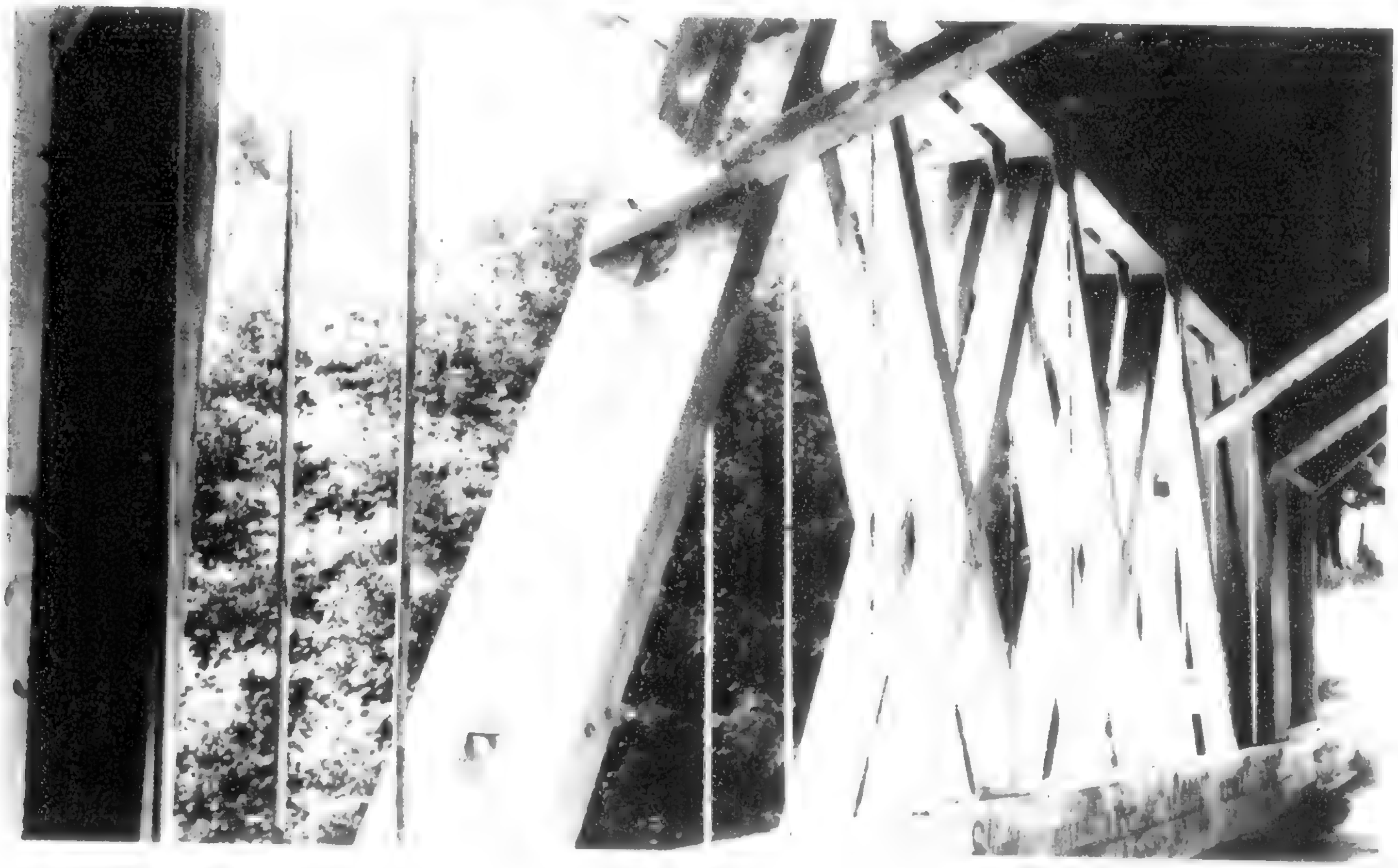
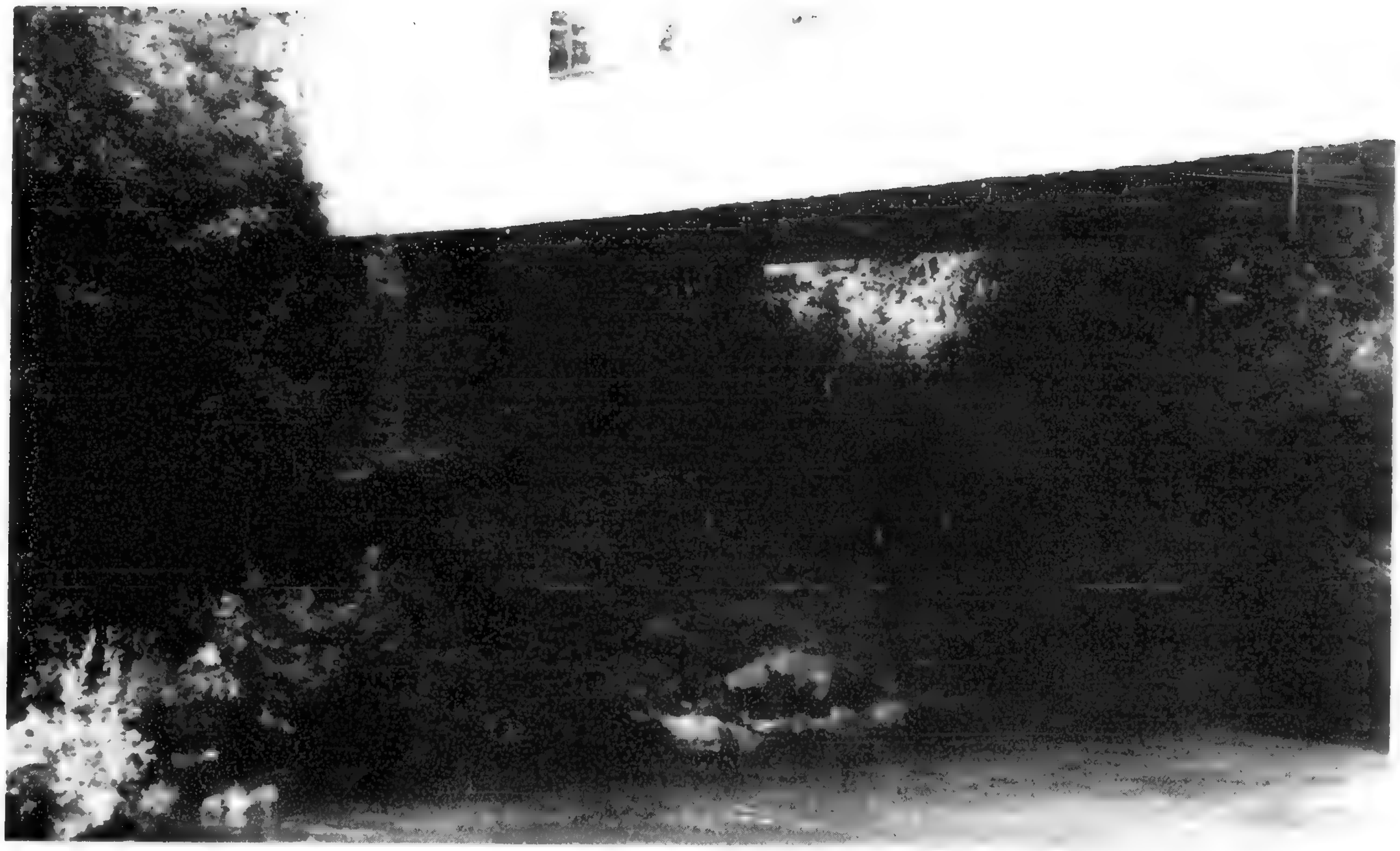


FIGURE 11

BRIDGE PIER, SOUTH BANK



Significance of Property. The Jordan Bridge is one of 52 remaining covered spans in the state of Oregon, which has the largest collection of these historic structures in the West and one of the largest in the nation.

Oregon began building these barn-like housings over timber bridges in the 1850's. Pioneer builders had discovered that covered truss and chord timbers lasted up to five times longer than those in open spans. This was particularly true in the damp climate of western Oregon, where most of the state's covered bridges were constructed and where Douglas fir provided an abundant supply of suitable timber.

During the peak of covered bridge construction between 1905 and 1925, Oregon's inventory is believed to have reached 450 bridges. Of the remaining 52 examples, all built between 1914 and 1963, a majority of 35 date from the 1920's and 1930's. The Jordan Bridge is one of this group, having been constructed in 1937.

Most of Oregon's covered bridges and all of those in Linn County are Howe Truss, a style developed in 1830 by William Howe, a relative of Elias Howe, inventor of the lock-stitch sewing machine. After the disastrous floods of 1881, new bridge replacements usually employed the Howe Truss to provide greater structural strength and longer life expectancy.

Linn County has a long-standing tradition of covered bridge building. The style most often selected for structures built in the 1930's and 1940's has become identified with Linn County covered bridges, and with one exception*, is exclusive to this county. The most unique feature of this design is the open sides, exposing the diagonals of the truss from the rafters to the deck.

The county engineers maintained that the open sides facilitated faster drying of the wood than the more enclosed bridges used by other counties. Visibility was improved for motorists, and the structure had less wind resistance.

The open-sided style of housing provides a unique view both from the interior and exterior of the structure. From an engineering perspective, the exposed diagonals demonstrate how a truss works to distribute stresses of structure support and live loads. Aesthetically, the design imparts an open, airy feeling, framing the landscape in diamond-shaped patterns reminiscent of beveled or stained glass windows. For these reasons, the Linn County style is regarded by some covered bridge enthusiasts as perhaps the most appealing design in Oregon's collection. Of the ten remaining covered bridges in Linn County, seven, including the Jordan, use this design.

---

*Sandy Creek Covered Bridge, Coos County.

The site chosen for construction of the Jordan Bridge has both aesthetic and historic appeal. Like the pioneers' bridges, the structure complements its setting and becomes a feature of the rural landscape in much the same picturesque way as farm buildings.

In the last several decades, few covered timber spans have been built due to material, labor and maintenance costs and the increasing demand for heavier load-bearing capacity. The number of covered bridges in Oregon has decreased nearly 50 percent in the last 20 years, but public interest in the old "airborne barns"* has increased markedly in the last decade.

In March 1980, 46 of Oregon's covered bridges were listed in the National Register of Historic Places. The Jordan Bridge is one of ten Oregon covered bridges which were not included in the thematic nomination at the request of the individual counties involved.** Since 1980, three of the listed and one of the unlisted bridges have been removed or demolished.

Effects of the No-Build and build alternatives on historic resources are restricted to the Jordan Bridge. No other historic properties are located in the project area.

The Build Alternatives A, B, and C. For purposes of impact to the historic resource, the consequences of proposed project construction under all three build alternatives are the same, since selection of A, B or C would result in removal of the Jordan Bridge.

The loss of this bridge removes a National Register eligible property and depletes Oregon's collection of these structures. The covered bridges are irreplaceable in terms of historic design and era of construction, and fragile in terms of longevity. In the next decade, the rate of attrition may accelerate due to age of the bridges, condition of structural members and demands of modern traffic.

As of 1983, half of Oregon's covered bridges are 50 to 69 years old; and, by the end of this decade, 40 of the 52 now extant bridges will be over 50 years old. This total does not allow for those structures which will be replaced, removed or destroyed by natural forces in the interim.

---

*Quoted from A Century of Oregon Covered Bridges by Lee H. Nelson.

**Linn County needs a modern structure at either the Jordan site or the Hannah site to provide for traffic needs. Since Jordan provides a more direct route for log trucks, and since it is in worse shape than Hannah, the county requested that Jordan Bridge not be nominated to the Register. It was their desire to save the Hannah Bridge as a historical resource instead, given its better condition and the fact that Jordan Bridge provides a more direct route for logging trucks.

Several counties are currently contemplating replacement of one or more of their covered bridges. Linn County is considering possible replacement for five of these structures in the next few years, leaving five.

The loss of Jordan Bridge, the first of the five contemplated replacements, would remove an open-sided bridge typical of the Linn County style. These replacements would result in removal of the structures involved, leaving four of their existing seven open-sided bridges. Hannah, Weddle, and Larwood Bridges (shown on Figure 12), and Short Covered Bridge in southeastern Linn County are the open-sided structures not scheduled for replacement.

The Jordan is one of five county covered bridges crossing Thomas Creek. Covered bridge enthusiasts believe this is a world record for covered spans on a single stream. If the contemplated replacements are made, two of Thomas Creek's covered bridges would remain. Figure 12 shows the covered bridges in the area, and indicates which are slated for replacement.

Removal of this covered bridge is also a loss to the Jordan and Scio areas, whose residents have become accustomed to and proud of their historic structure in its picturesque valley setting. In 1979, the Jordan Bridge was included in a Scio Bridge Tour of eight Linn County covered bridges. (Five of these bridges are now the candidates for possible replacement.) The Scio Bridge Brigade, a local organization, billed the tour as a one-day visit to "the largest single accessible concentration of covered bridges in the world." The tour sponsors regarded the Jordan as "perhaps the prettiest of the Scio covered bridges".

Other Alternatives Considered. In response to local interest and enthusiasm for covered bridges, the possibility of constructing a new concrete bridge with wooden housing* was investigated. This alternative was rejected because of the extra cost involved.

Rehabilitation of the existing structure was originally considered as an alternative, but was eliminated due to an estimated cost of $190,000. Linn County would still have a substandard structure with a width of only 17 feet on a road that is a principal route for logging traffic. This would continue posing a traffic safety hazard. Vandalism of the structure would continue, and a timber structure would have higher maintenance costs and a shorter lifespan than a new concrete structure. The additional $200,000 for a new structure are well spent in meeting these needs.

A covered bridge rehabilitated with treated timbers would be less vulnerable to dry rot and insect infestation, but would continue to suffer damage from vandalism and heavy truck use. Historic buildings and structures can often be successfully rehabilitated, but the Jordan Bridge is so substandard and deteriorated that doing so is not practical. A wider concrete structure could withstand the demands of modern traffic and reduce maintenance costs.

---

*A bridge of this type would not be eligible for the National Register.

Alternatives A and B would bypass the existing structure, such that it could be left in place. This proposal was rejected by county officials, who stated that the bypassed bridge would create a hazardous and economically infeasible situation, increasing liability insurance and requiring about $2500 per year for maintenance. Swimmers would continue to use the bridge as a diving platform for the pool adjacent to the structure, and vandalism would continue to occur. Linn County does not want to bear the responsibility of these burdens, and feels that bridge removal is the only practical course of action. Revenues saved by bridge removal allows additional funds to be available for maintaining other covered bridges on the county road system.

Either alternative would place a new structure within about ten feet of the covered bridge on one end and approximately 30 feet on the other. The modern span would affect the aesthetic appearance and historic appeal of the covered bridge. It would no longer serve its intended purpose of providing a stream crossing, although if it remained it could serve pedestrians.

A new bridge placed up or downstream would involve extensive realignment of Jordan Road and would not alleviate maintenance, liability, and vandalism problems with the covered bridge.

The No-Build Alternative D. The No-Build is not regarded as a feasible alternative for this project. In spite of ongoing maintenance by the county, the timber structure has continued to deteriorate due to insect infestation, dry rot and damage caused by heavy trucks and vandalism. The bridge was not designed for use by trucks hauling large farm machinery or heavy loads of logs. In the past year, both the northwest and southwest corners of the structure have required reinforcing by placement of a 12" x 12" strut between the streambed and the lower chord. The load limit has been reduced from 12 to 5 tons. In addition, the roof and siding have been subject to vandalism and damage from swimmers diving into the pool below the bridge. (For additional information on condition of the structure, see Description of the Proposed Action and Appendix A).

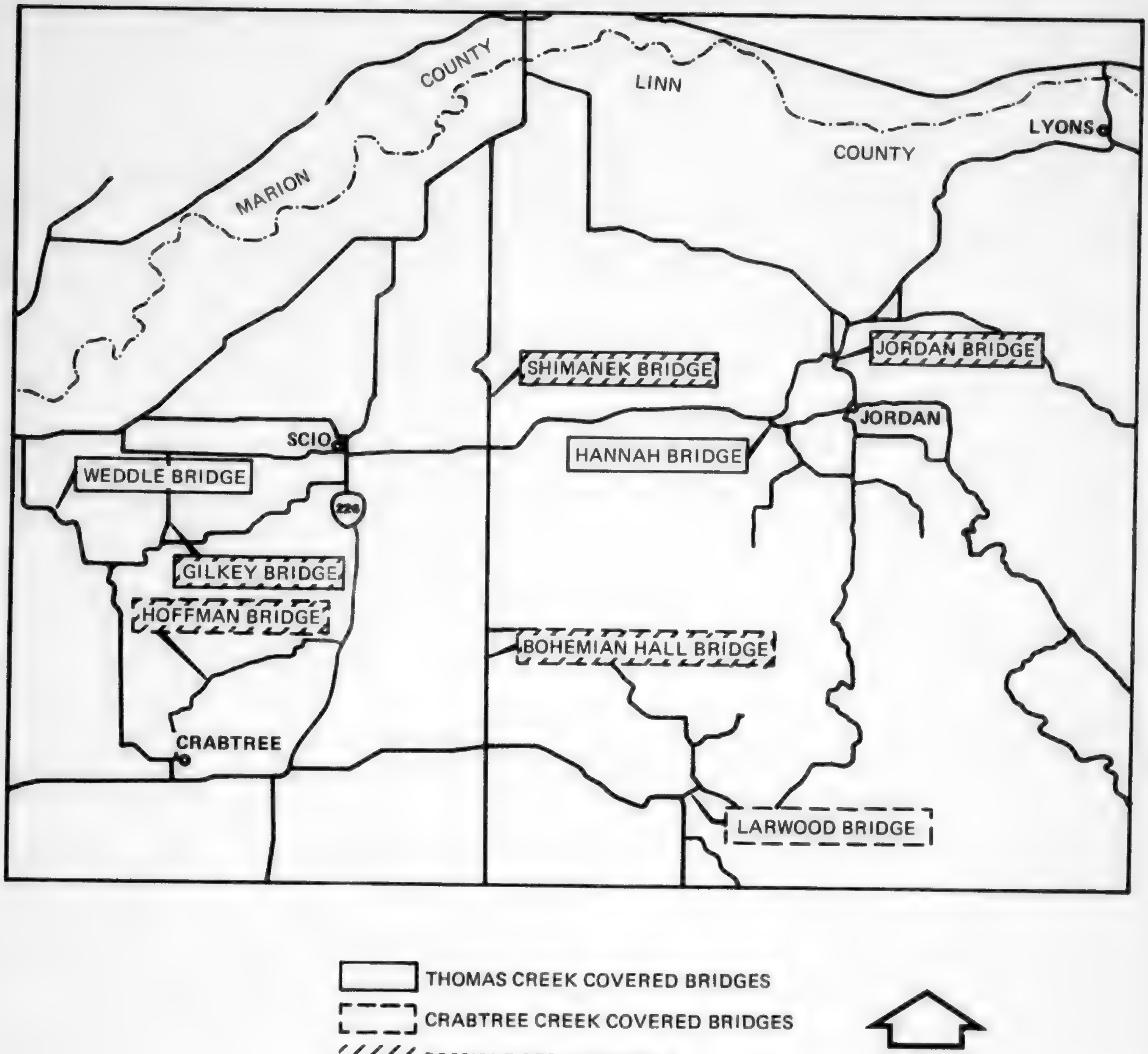
County maintenance under Alternative D is inadequate to preserve the bridge and to guarantee public safety. Illegal loads over the bridge will continue because total enforcement of load limits is not possible. Predictions indicate a 29 percent increase in traffic volumes by 1993: consequently, traffic-related problems will increase as well.

An additional consideration emphasized by Linn County is the effect of the Jordan Bridge project on Hannah Bridge, a National Register listed property. The Hannah also spans Thomas Creek at a location 2 miles downstream to the west of the Jordan. The design of Hannah Covered Bridge is identical except that the portals are unaltered, retaining the rounded style of the original construction. The Hannah is 15 feet longer than the Jordan, and in better condition, having previously been spared the rigors of log truck traffic and vandalism.

FIGURE 12

COVERED BRIDGES

NORTHWESTERN LINN COUNTY


MARION COUNTY
LINN COUNTY
LYONS
SHIMANEK BRIDGE
JORDAN BRIDGE
JORDAN
SCIO
HANNAH BRIDGE
WEDDLE BRIDGE
226
GILKEY BRIDGE
HOFFMAN BRIDGE
BOHEMIAN HALL BRIDGE
CRABTREE
LARWOOD BRIDGE
THOMAS CREEK COVERED BRIDGES
CRABTREE CREEK COVERED BRIDGES
POSSIBLE REPLACEMENTS
NORTH

Because of the location of Hannah Bridge, it can be used in lieu of Jordan, and is only slightly out of direction for log trucks on their way to Lyons (Figure 2). The deterioration of Jordan Bridge has required a lowering of load limits, forcing heavy trucks to use the Hannah. A replacement of Jordan Bridge with a structure of greater load-bearing capacity would extend the longevity of Hannah Bridge. This is a principle reason the county's decision to replace the Jordan Bridge with a new bridge capable of withstanding the stress of modern traffic.

Proposed Mitigation

Build Alternatives A, B and C. Selection of any of the build alternatives would require removal of the Jordan Bridge for the reasons stated on page 17. In order to mitigate this adverse effect and to avoid loss of this National Register eligible property, various possibilities for relocation were investigated.

Relocation of the structure probably would not jeorpardize its eligibility status providing its architectural integrity and historic orientation could be maintained. If the covered bridge were relocated in a suitable setting, eventual listing in the National Register would still be possible.

Since the Jordan is a typical Linn County covered bridge design, the most suitable location would be the county of origin. In order to maintain the historic and functional integrity of the structure, primary consideration has been given to river or stream crossings as the most desirable sites.

Contacts were made and information sent to the City of Albany, whose planning staff had expressed an interest in obtaining the Jordan Bridge for use as a footbridge across the Calapooia River between two urban parks. After consideration of the bridge's size, condition and relocation costs, the Albany City Council voted not to fund the footbridge project.

At the request of the Albany Historical Association, on January 24, 1984, representatives of the Oregon State Highway Division met with local and county government officials and members of local historical groups to answer their questions concerning funding sources for the footbridge project. A tour of the proposed site demonstrated that piers and approaches for the crossing would be very expensive to construct. The consensus of the group was that it would be difficult for local governments and organizations to match potential federal funds, given the amount of money that would be necessary.

In December 1983, the Linn County Engineer, Willis Grafe, attended a meeting of the Covered Bridge Society of Oregon, a statewide organization. He described the Jordan Bridge project and invited suggestions and comments from the members. After some discussion of possible alternatives to loss of the structure, the consensus of the society members in attendance was that if the bridge could no longer be serviceable in its present location, no other feasible use could be identified.

Grafe also met with officers of the Linn County Historical Society, who were unable to suggest any way to preserve the bridge at its present site or any location to which it could be moved. Other contacts made by Grafe included the organizer of the Scio Bridge Brigade, which was formerly involved in publicizing Linn County covered bridges, but is no longer active.

Project information was given to the editor of The Bridge Tender, newsletter of the Oregon Covered Bridge Society. An article on the project and the availability of the Jordan Covered Bridge will be published in the near future. Readers will be asked for recommendations and suggestions for relocation and reuse of the structure.

Other historic preservation organizations such as the Historic Preservation League of Oregon and the Oregon Historical Society will also be notified of the proposed project and possible removal of the bridge.

Relocation efforts will continue to be made prior to removal of the structure. If a relocation site is not available or is not prepared before removal of the bridge, the feasibility of dismantling, marking and storing the structure will be considered. This procedure has been used by Lane County, which has stored the dismantled Meadows Bridge for possible reconstruction.

If the bridge cannot be relocated, Linn County will salvage and store the useable timbers, providing a stockpile for repairs on other county covered bridges. Since suitable timbers are increasingly difficult to obtain, the materials from the Jordan would be effectively used to extend the service life and preserve the architectural integrity of other covered bridges in the county.

The structure will be recorded for the Historic American Engineering Record (HAER). This documentation consists of photographs, drawings, original plans and written data which are submitted to HAER and preserved in the Library of Congress. The HAER collections are used by scholars, researchers, preservationists, architects, engineers and others interested in preserving and understanding historic properties. Recordation of this type is particularly important when a significant historic property may be demolished, since it preserves information which might otherwise be lost.

No-Build Alternative D. If the No-Build Alternative is selected, the county will continue ongoing maintenance of the bridge. Load limits may need to be further reduced and enforced to insure public safety. Unless funds can be obtained for major repair and restoration, the life expectancy of the structure is limited. Additional load limits imposed on the Jordan Bridge would result in greater use of Hannah Bridge, subsequent increased damage to that structure, and an increased risk of losing both structures in the foreseeable future.

Archeological Resources

Prior to Euro-American contact, the project area was inhabited by the Santiam Tribe of the Calapuyan linguistic family. They were called Ahalpam by the neighboring Tualatin Tribe, a term meaning "uplanders".

The Santiam's territory encompassed both forks of the Santiam River in prehistoric times. Generally a tribe who occupied the lower courses of a river claimed the upper drainage as hunting territory. In historic times, the upper courses were held by the Northern Molalla, a Sahaptin-speaking people, originally based east of the Cascade Mountains.

The area affected by project construction under any of the build alternatives involves a minimal amount of undisturbed land. Alternatives A, B, and C are in close proximity over the creek bed. Alternatives A and B include minor realignments of the Jordan Road grade on the south approach. This type of watercourse and terrain does not provide logical campsites for use by aboriginal peoples.

For these reasons, there is little likelihood of finding an archeological site in the project area, and an archeological reconnaissance survey will not be required. (See Letter from State Historic Preservation Officer, Appendix A).

Appendix B explains procedures that would be followed in the unlikely event that subsurface cultural deposits are discovered during construction.

Economics

Table 1 shows the estimated cost of the project for the four alternatives.

TABLE 1

ESTIMATED PROJECT COSTS

	Alternative A	Alternative B	Alternative C	Alternative D
Construction	$434,000	$485,000	$406,000	-0-
Right-of-Way	11,000	9,000	Minimal*	-0-
TOTAL	$445,000	$494,000	$406,000	-0-

*Less than 500 square feet of right-of-way required.

*****

Constructing highway improvements involves several direct benefits for highway construction and other related industries, as payments made for wages and materials circulate through the economy. Both state and local economies are affected, and both reap economic benefits.

The economy of Linn County relies heavily upon the agricultural and timber industries. Any of the alternatives would have little impact upon the regional economy.

The bridge does serve as the primary route to market for a timbershed of approximately 125 square miles, and without the load limit, would carry about 28 heavily loaded log trucks per day. It is an important local transportation link for agricultural and timber producers in this area.

Linn County has a priority in preserving the Hannah Bridge over the Jordan Bridge for the economic reason that the Jordan Bridge provides better in-direction travel for log trucks going from the Thomas Creek drainage to Lyons, because it is about four miles closer. The Hannah Bridge is structurally in better condition and can be maintained for less cost.

The build alternatives would better support the economics of this local timbershed than Alternative D, because of the structural and functional inadequacies of the existing bridge.

Air Quality

An estimate of the annual vehicle emissions provides an indication of the future air quality for the project area. All of the predicted pollutant concentrations are considerably lower than the air quality standards. The total emissions analysis for the years from 1983 to 1993 indicates a reduction of 36 percent for carbon monoxide, 52 percent for reactive hydrocarbons, and 32 percent for nitrogen oxides. A project increase of 53 percent for lead emitted from vehicles would still result in a low concentration of the pollutant.

The analysis of the traffic data and air quality predictions indicates the proposed project would be consistent with the State Implementation Plan and the National Ambient Air Quality Standards. This project is located in an area where the State Implementation Plan does not contain any transportation control measures. Therefore, the conformity procedures of 23 CFR 770 do not apply to this project.

Noise

The project would result in no noise impacts. The nearest farm house is approximately 400 feet away from the project. There are no other noise sensitive activities adjacent to the project. Most loaded trucks do not climb the steep hill south of the bridge. No traffic noise mitigation measures are warranted by the project.

Construction noise will occur throughout the construction period through forming, hammering, grading, and paving and the construction equipment used.

Appendix C lists the construction noise abatement measures that would be implemented for any of the build alternatives.

COMMENTS AND COORDINATION

Coordination with the State Historic Preservation Office (SHPO) was maintained during preparation of this report. Following identification of the Jordan Bridge as a significant historic resource, a request for Determination of Eligibility was submitted to the SHPO for review and comment. After concurring with the eligibility status of the property, the SHPO forwarded the document to the Department of the Interior, which determined the property eligible for the National Register.

The Oregon Department of Transportation sent copies of the Cultural Resources Report, which documents efforts to mitigate historic impacts to the structure, to the SHPO for their review. They concurred with the finding that all of the build alternatives would affect a National Register eligible resource. They also concurred that the schedule of measures for mitigating the effect of displacement given in the Cultural Resources Report is reasonable and appropriate. A copy of their letter is contained in Appendix D.

The same office reviewed the archeological resources survey conducted in the project area. They felt that no archeological resources of National Register potential have been identified which are likely to be impacted by this project. This letter is contained in Appendix D.

A considerable ongoing effort was made to find mitigation for removal of the structure. The City of Albany was sent materials relevant to their potential interest in the bridge. Discussions and meetings were held with City of Albany staff, the Covered Bridge Society of Oregon, Linn County Historical Society, and the organizer of the Scio Bridge Brigade. The editor of the Bridge Tender was interviewed for comments on the historic bridge and prospects for relocation. The Historic Preservation League of Oregon and the Oregon Historical Society were notified of this project.

Documents required by Section 106 of the National Historic Preservation Act were prepared and submitted to the Advisory Council on Historic Preservation for their review and comment. Federal Highway Administration, Oregon State Historic Preservation Office, and the Council entered into a Memorandum of Agreement in which additional mitigation measures are stipulated. These measures are spelled out in the memorandum (Appendix D) and are definitive in the disposition of the Jordan Bridge Structure.

A public hearing was conducted for this project in Jordan at 8:00 p.m. on May 9, 1984, which was attended by approximately 25 persons.

Eight persons testified orally at the hearing. Five of these represented various historical organizations concerned with saving the bridge. Six of those testifying expressed an interest in saving or restoring the existing structure. One person favored removal of the old bridge and construction of a new bridge. Five persons submitted cards with comments. Two persons wanted to save the bridge, one submitted a pamphlet on pressure treated timber bridges and two requested removal of the old bridge for a new cement structure.

Ten persons wrote letters subsequent to the hearing. Seven persons wrote in favor of saving the bridge at its present site or relocating it.

The U.S. Department of the Interior commented on this project and had no objections to the draft 4(f) evaluation. The Oregon Department of Agriculture found the environmental assessment adequate and supported the selected alternative, Alternative C.

FINAL SECTION 4(f) EVALUATION

The programmatic Section 4(f) provisions as set forth in CFR 36 Part 800.8 apply to this project.

Applicability

The project meets the applicability criteria set forth as follows:

1. The bridge is to be replaced with Federal funds.

2. The project will require the use of an historic bridge structure which is eligible for listing on the National Register of Historic Places.

3. The bridge is not a National Historic Landmark.

4. The facts of the project match those set forth in the sections of the regulations labelled Alternatives, Findings, and Mitigation, which are discussed below.

5. Agreement among the FHWA, the State Historic Preservation Office (SHPO), and the Advisory Council on Historic Preservation (ACHP) is being reached through procedures pursuant to Section 106 of the National Historic Preservation Act (NHPA). This coordination is described on pages 13, 14, and 17 of the environmental assessment.

Alternatives

The following alternatives avoid any use of the historic bridge and each was fully evaluated in the environmental assessment:

1. The do-nothing alternative (Alternative D).

2. Build a new structure at a different location without affecting the historic integrity of the old bridge (Alternatives A and B). This is discussed on pages 10 and 11, Cultural Resources, of of the document.

3. Rehabilitate the existing bridge without destroying the integrity of the existing structure. This is discussed on page 11, Cultural Resources, of the environmental assessment.

Findings

The following findings are supported by the circumstances, studies, and consultations on the project.

The do-nothing alternative (Alternative D) has been studied. It ignores the basic transportation need and condition of the bridge. This is discussed under Need, page 1 of the environmental assessment. Alternative D does not correct the situation that causes the bridge to be structurally deficient. This is discussed under Need, page 1 of the environmental assessment and Cultural Resources, page 12 of the environmental assessment.

It is not feasible to build on a new location without using the old bridge. The only reasonable realignment is adjacent to the existing structure (see Figures 2 and 4, environmental assessment). Even if this were done, it is considered imprudent to do so given the maintenance and liability problems discussed on page 12, Cultural Resources, of the environmental assessment.

Rehabilitation measures are not feasible and prudent because the bridge is seriously deficient geometrically, and cannot be widened to meet the minimum required capacity of the highway system without affecting the historic integrity of the bridge. Rehabilitation of the structure is discussed on page 3, Alternatives Considered, and page 11, Cultural Resources, of the environmental assessment.

Measures to Minimize Harm

Ongoing efforts have been made to find a relocation site for the Jordan Bridge. If no relocation site can be found, the bridge will be dismantled, marked, and stored. Subsequently, if the bridge cannot be relocated, Linn County will salvage and store the usable timbers, providing a stockpile for repairs on other county covered bridges.

The structure will be recorded for the Historic American Engineering Record (HAER). These measures are discussed on page 14, Cultural Resources, of the environmental assessment.

Coordination

Pursuant to Section 4(f), this statement has been coordinated with the Department of Interior.

Section 4(f) Discussion in Final Document

The following statements pertain to information developed subsequent to the release of the Draft 4(f) Evaluation. They address the information required for the Final 4(f) Evaluation.

Basis for the Determination of No Feasible and Prudent Alternative

The section Findings of the Draft Programmatic 4(f) Evaluation, and the sections of the environmental assessment referenced in the Findings, address the determination that there are no feasible and prudent alternatives to the use of the Jordan Bridge.

Determination of All Possible Planning to Minimize Harm

The section Measures to Minimize Harm discusses and references to the environmental asessment those measures undertaken to find a relocation site for the Jordan Bridge.

After the release of the environmental assessment, and Draft 4(f) Evaluation, a copy of the environmental assessment, and Cultural Resources Report was sent to the Oregon Preservation Resource Center. This is the office of the Historic Preservation League of Oregon, a private, statewide organization.

The Bridge Tender is a statewide publication sent to members of the Covered Bridge Society of Oregon. The Spring 1983 issue served notice of plans to replace the Jordan Bridge with a concrete structure. The Winter 1984 issue reiterates the replacement plan for this bridge, and documents relocation efforts that have been made to date.

The Advisory Council on Historic Preservation (ACHP) reviewed the determination of adverse effect on the Jordan Bridge and suggested additional mitigation measures. As a result, a Memorandum of Agreement (MOA), which specifies the additional measures, was entered into between the Federal Highway Administration and the Advisory Council on Historic Preservation.

The MOA specifies that a campaign advertising the availability of the Jordan Bridge for relocation will be planned and undertaken in cooperation with the State Historic Preservation Office. The bridge will be dismantled, marked, and stored by Linn County for a period of one year from the date of dismantling, or the conclusion of the Advertising campaign, whichever occurs later. The agency official shall request the Historic American Engineering Record (HAER) to determine what documentation shall be required for the structure being displaced.

A copy of the MOA, which specifies the particulars of these measures, is contained in Appendix D.

Coordination with Appropriate Agencies

On May 16, 1984, the Department of the Interior (DOI), concurred that there is no feasible and prudent alternative to use of the bridge, and that all possible planning to mininize harm will be undertaken,as indicated on page 19 of the environmental assessment.

Coordination with ACHP is discussed above under Determination of All Possible Planning to Minimize Harm.

The State Historic Preservation Office on March 16, 1984 concurred in the finding that all of the build alternatives would adversely affect a National Register eligible resource, and that the schedule of measures for mitigating the effects of displacement given in the Cultural Resources Report of November, 1983 is both reasonable and appropriate.

All of the formal coordination letters discussed above, and the MOA, are contained in Appendix D.

Conclusion

Based upon the above considerations it is determined that there is no feasible and prudent alternative to the removal of the Thomas Creek (Jordan) Bridge from its present site, and that the proposed action includes all possible planning to minimize harm to the Thomas Creek (Jordan) Bridge resulting from such use.

RESPONSE TO COMMENTS BY GOVERNMENT AGENCIES

The following comments were made by government agencies and officials. Excerpts from their letters along with responses to their comments follow in Appendix 1. Comment numbers are referenced on the copies of the letters.

* ADVISORY COUNCIL ON HISTORIC PRESERVATION.

1. Comment:

One of our concerns is that efforts to identify a relocation site appear to have been limited to Linn County and to obviously interested and historically inclined groups. It does not appear that efforts have been undertaken to seek out possible new locations outside Linn County, for instance, as in

Salem. Nor has there been an advertising effort to try to seek a new location for the Jordan Covered Bridge. It seems to us that this would be appropriate, and we suggest that a program for notifying all nearby County and city governments as well as parks and recreation districts be developed in coordination with a newspaper advertising campaign to advertise the availability of the bridge around the State of Oregon. We also suggest a limited amount of advertising, say for two months, in Preservation News, the national monthly newspaper of the National Trust for Historic Preservation.

Response:

A Memorandum of Agreement (Appendix D) has been entered into with ACHP to address these concerns.

2. Comment:

Our second concern is that we do not have good indicators of public opinion about the loss of this bridge. We do note that several historical groups have been consulted and that local citizens have developed considerable pride in their local historic bridges. We also note that a public hearing on the proposed bridge replacement either has occurred or will occur soon. We would appreciate learning whether the historic preservation issues were addressed in the presentation made by the highway department and Federal Highway Administration and whether or not citizen concerns were expressed about the loss of the bridge.

Response:

A copy of the public hearing transcript, and cards and letters received subsequent to the hearing, has been sent to ACHP.

* UNITED STATES DEPARTMENT OF THE INTERIOR

3. Comment:

When appropriate site-specific information is available, the Fish and Wildlife Service would be pleased to coordinate with you to preclude delay and to insure that any permit stipulations or conditions are understood and included in the final statement. Please consult with the Portland Field Office, U.S. Fish and Wildlife Service, 727 Northeast 24th Avenue, Portland, Oregon 97232 (Telephone: FTS 8-429-6179 or Commercial (503) 230-5178).

Response:

This will be done.

* OREGON DEPARTMENT OF AGRICULTURE

4. Comment:

The department supports preferred alternative C. If relocation is not possible, we recommend salvaging the timbers for use in maintaining other historic bridges as suggested on page 14 of the evaluation and as recommended by Willis Grafe of the Linn County Road Department.

Response:

Alternative C is the selected alternative. Mitigation measures proposed in the 4(f) Evaluation and the Memorandum of Agreement include salvaging useable timbers.

RESPONSE TO COMMENTS BY THE PUBLIC

At the public hearing, and in cards and letters received, sentiment centered primarily around two issues: a desire for the relocation, reconstruction, or bypass of the Jordan Bridge, a reflection of public sentiment for its value as an aesthetically pleasing and historic structure; and a desire to construct a modern concrete structure to effectively serve transportation needs. These views are reflected in most of the hearing testimony, card comments, and letters. Rather than responding to each individually, two composite comments and responses to these have been written. Copies of all letters follow in Appendix E.

1. Comment:

Many persons expressed a desire to rehabilitate the Jordan Bridge at its existing location, to bypass it by locating the new structure adjacent to it and leaving the old in place, or relocating it to a new area.

Response:

Linn County, the Oregon State Highway Division, and the Federal Highway Administration all recognize the concern expressed for the historic and aesthetic value of the Jordan Bridge, and the desire on the part of a number of persons and organizations to rehabilitate or relocate it. Rehabilitation of the existing structure at its present site is not considered practical for the reasons discussed in the environmental assessment and 4(f) Evaluation. A considerable effort has been made to publicize the availability of the Jordan Bridge for relocation. Since the release of the environmental assessment, the Federal Highway Administration has entered into a Memorandum of Agreement with the Advisory Council on Historic Preservation which specifies that an advertising campaign will be conducted which advertises the availability of the Jordan Bridge for relocation.

Linn County will dismantle, mark and store the bridge for a period of one year. Successful relocation of the Jordan Bridge will depend in large measure on the commitment and ability of private organizations and/or local governments to provide funding for such an undertaking.

2. Comment:

Remove the old bridge and replace with a concrete bridge.

Response

Alternative C, the selected alternative, will replace the existing structure with a modern concrete bridge.

APPENDIX A

OBEC Consulting Engineers
Suggested Maintenance for Jordan Bridge

PROJECT JORDAN COVERED BR. PROJ NO ______ SHEET ______

CALCULATIONS BY STEWART McCORNACK DATE ______ CHK'D BY ______ DATE ______

SUGGESTED MAINTENANCE

- POST FOR "ONE WAY, TRUCKS & BUSES" - PERMANENT SIGN
- LOWER POSTED LOADING TO "5 TONS"
  WHEN REPAIRS ARE SCHEDULED
- CLOSE BRIDGE TO TRAFFIC
- REPLACE SILL CAPS - 2 - 14" x 14" EACH END FULL LENGTH APPROX 26' LONG
- REPLACE TRUSS BOTTOM CHORDS AT N.W. CORNER - *
- " " DIAG. POSTS AT L_0U_1 N.W. CORNER - *
- " " TOP CHORD INSIDE TRUSS N.W. CORNER
- REMOVE AC SURFACE FROM DECK - EVALUATE DECK AND STRINGERS AND REPLACE AS NECESSARY.
- REPLACE DECK AC WITH RUNNING PLANK OR SIMILAR LIGHT WEIGHT SURFACE.
- PROVIDE DRAINS THRU OUT STRUCTURE.
- PATCH HOLES IN ROOF.
- KEEP BOTTOM CHORD FREE FROM DIRT & RATS NESTS ESP. AT BEARINGS.

* CONTINUE TO MONITOR SOUTH EAST CORNER AND SCHEDULE REPLACEMENT IN NEAR FUTURE.

APPENDIX B

Procedures Followed for Subsurface Cultural Deposits Discovered During Construction

APPENDIX B

In the unlikely event that subsurface cultural deposits are found during project construction, all work will cease and OSHMA, SHPO, the Oregon Department of Transportion and the Federal Highway Administration will be notified. Section 105.13 of the Standard Specifications for Highway Construction, and various Federal laws and regulations require that cultural materials found during construction be properly recorded and preserved. Any such archeological discovery will be evaluated and proper mitigation measures completed before construction resumes.

If any burial sites are discovered during construction, all work will cease and the above-named agencies will be notified. The appropriate county authorities will be contacted, or, in the case of an Indian burial, the Native American organization. Any necessary reinterment arrangements will be made before project work continues.

APPENDIX C

Construction Noise Abatement Measures

APPENDIX C

Areas adjacent to the right-of-way line will be exposed to high noise levels produced by equipment during construction. Although of a temporary nature, the additional noise can be quite annoying. Therefore, construction will be limited to daytime hours with no work on Sundays or legal holidays. This restriction will be included in the contract specifications. In addition, the contract specifications will include items on compliance with U.S. Environmental Protection Agency equipment noise standards, muffled exhaust, and added restrictions for pile driving or blasting operations.

The following construction noise abatement measures will be included in the project construction specifications:

1. No construction shall be performed within 1,000 feet of an occupied dwelling unit on Sundays, legal holidays and between the hours of 10:00 p.m. and 6:00 a.m. on other days without the approval of the Project Manager.
2. All equipment used shall have sound control devices no less effective than those provided on the original equipment. No equipment shall have an unmuffled exhaust.
3. All equipment shall comply with pertinent equipment noise standards of the U.S. Environmental Protection Agency.
4. The noise from rock crushing or screening operations performed within 3,000 feet of any occupied dwelling shall be mitigated by strategic placement of material stockpiles between the operation and the affected dwelling or by other means approved by the Project Manager.

Should a specific noise impact complaint occur during the construction of the project, the contractor at his own expense may be required to implement one or more of the following noise mitigations as directed by the Project Manager.

1. Locate stationary construction equipment as far from nearby noise sensitive properties as possible.
2. Shut off idling equipment.
3. Reschedule construction operations to avoid periods of noise annoyance identified in the complaint.
4. Notify nearby residents whenever extremely noisy work will be occurring.
5. Install permanent or portable acoustic barriers around stationary construction noise sources.

APPENDIX D

1. Federal Highway Administration to ACHP.
2. Memorandam of Agreement, FHWA, ACHP.
3. Advisory Council on Historic Preservation to FHWA, May 4, 1984.
4. Federal Highway Administration to ACHP, April 4, 1984.
5. U.S. Department of the Interior to FHWA, May 16, 1984.
6. State of Oregon Executive Department to OSHD, May 1, 1984.
7. Oregon Department of Agriculture to Intergovernmental Relations Division, April 19, 1984.
8. State Historic Preservation Office to OSHD, March 23, 1984.
9. State Historic Preservation Office to OSHD, March 16, 1984.
10. National Park Service to FHWA, February 8, 1984.
11. Statement of eligibility to the National Register by SHPO, January 6, 1984.
12. Linn County Road Department to OSHD, December 16, 1983.

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

July 18, 1984

HPD.1-OR
Oregon Project SOS-2200(2)

Mr. Robert Fink
Acting Chief, Western Division Projet Review
730 Simms Street, Room 450
Golden, CO 80401

Dear Mr. Fink:

In response to your letter of May 4, 1984, concerning mitigation of historic impacts to the Thomas Creek (Jordan) Bridge, a National Register eligible property, we will undertake an advertising effort as you requested.

We would like you to know that some of the publicity carried out to date on this project has been statewide in scope. A copy of the environmental assessment and the cultural resources report was sent to the Oregon Preservation Resource Center. This is the office of the Historic Preservation League of Oregon, a private statewide organization.

In addition, the Bridge Tender is a statewide publication sent to members of the Covered Bridge Society of Oregon. The Spring 1983 issue served notice of plans to replace the Jordan Bridge with a concrete structure. The Winter 1984 issue reiterates the replacement plan for this bridge, and discusses the possible replacement of other Linn County bridges. It also documents replacement efforts that have been made to date, and the potential cost of relocation and possible use of Federal matching funds in relocating the bridge. Finally, the article encourages Society members to consider contributions, and provides the name of the person receiving such contributions.

We are including a copy of the transcript of the public hearing held on the project May 9, 1984, in Jordan, as well as cards and letters received subsequent to the hearing. This should answer your concern about indicators of public opinion. We feel that the number of persons and groups testifying in favor of preservation of the structure reflects the efforts of the Oregon State Highway Division in publicizing historic impacts to the structure prior to the hearing date.

We will undertake an advertising campaign as you suggested in coordination with the State Historic Preservation Office. We have written this committment into the enclosed draft Memorandum of Agreement (MOA), which also includes the minimization measures discussed in the programmatic 4(f) evaluation.

We would like to underscore the importance of expediting completion of this project. Load limits currently placed on the Jordan Bridge are diverting heavy truck traffic downstream to the Hannah Bridge, which is on the National Register and which Linn County wishes to preserve. Delays to construction of the Jordan Bridge will result in continued use and deterioration of the Hannah Bridge.

The MOA drafted on this project reflects the commitment of the Federal Highway Administration, Oregon Department of Transportation, and the State Historic Preservation Office to carry out the mitigation measures described in the 4(f) evaluation and the additional ones you have proposed. We hope you will find this document suitable for finalizing the MOA so that the remaining consultation process can be concluded at an early date.

Sincerely yours,

Dale E. Wilken
Division Administrator

Enclosures

MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION,
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION,
AND THE OREGON STATE HISTORIC PRESERVATION OFFICER
FOR THE THOMAS CREEK (JORDAN) BRIDGE REPLACEMENT PROJECT
COUNTY ROAD #829, LINN COUNTY, OREGON

WHEREAS, the Federal Highway Administration (FHWA) has determined that the Thomas Creek (Jordan) Bridge Replacement Project will have an effect upon a property eligible for inclusion in the National Register of Historic Places and has requested the comments of the Advisory Council on Historic Preservation (Council) pursuant to Section 106 of the National Historic Preservation Act (16 U.S.C. 470) and its implementing regulations, "Protection of Historic and Cultural Properties" (36 CFR Part 800).

NOW THEREFORE, FHWA, the Oregon State Historic Preservation Officer (SHPO), and the Advisory Council on Historic Preservation agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on an historic property.

STIPULATIONS

FHWA will ensure that the following measures are carried out:

1. A campaign advertising the availability of the Jordan Covered Bridge for relocation will be planned and undertaken with advice of the State Historic Preservation Office. This campaign, which will be conducted for a minimum of three months, will include advertisement in the Historic Preservation League of Oregon Newsletter, a publication with statewide circulation, and the National Trust for Historic Preservation's Preservation News, a national publication. In addition, notification will be sent to larger city governments in nearby counties and all parks and recreation districts and county public works departments throughout the State.

2. The covered bridge will be dismantled, marked, and stored by Linn County. If the structure cannot be relocated after a period of one year from the date of dismantling or the conclusion of the advertising campaign (whichever occurs later), Linn County will retain in storage the usable timbers, providing a stockpile for repairs on other county covered bridges. This procedure will extend the service life and preserve the architectural integrity of other covered bridges in the county.

3. The agency official shall request the National Park Service (Historic American Engineering Record [HAER]) to determine what documentation shall be required for the structure to be displaced. All documentation must be completed and accepted by HAER prior to displacement of the property. Copies of this documentation will be forwarded to HAER and the Oregon SHPO.

Execution of this Memorandum of Agreement evidences that FHWA has afforded the Council a reasonable opportunity to comment on the Thomas Creek (Jordan) Bridge Project and its effects on the historic property, and that FHWA has taken into account the effects of the project on the historic property.

Dale E. 8/21/84

Division Administrator Date

8·21·84

Deputy Oregon State Historic Date
Preservation Officer

Robert Garvey Sept 14, 1984

Executive Director Date
Advisory Council on Historic Preservation

Alexander Aldrich 9/24/84

Chairman Date
Advisory Council on Historic Preservation

orig CAM/file
xcc Tom
MARINE
Pieter

**Advisory
Council On
Historic
Preservation**

The Old Post Office Building
1100 Pennsylvania Avenue, NW, #809
Washington, DC 20004

Reply to: ~~783~~ 730 Simms Street, Room 450
Golden, Colorado 80401

May 4, 1984

Mr. Dale E. Wilken
Division Administrator
Oregon Division
Federal Highway Administration
530 Center Street NE
Salem, OR 97301

RECEIVED
MAY 21 1984
Environmental Section

REF: Proposed bridge replacement assistance for the Jordan Covered Bridge (Thomas Creek Covered Bridge) in the vicinity of Jordan, Linn County, Oregon.

Dear Mr. Wilken:

On April 16, the Council received your determination of adverse effect and documentation for this proposed undertaking. We note that the Bridge has been officially determined eligible for inclusion in the National Register.

We also note that considerable work and thought has been devoted to the consideration of alternatives to outright demolition of this bridge. Among the alternatives considered are relocation to another site in Linn County, dismantling and storage for potential reerection elsewhere, use of the elements of the bridge to repair other covered bridges thereby extending their useful life, and recordation of the bridge in accordance with Historic American Engineering Records standards. We do have two concerns about the consideration of alternatives which has occurred. Therefore, we request additional information to assist our review of this understanding.

One of our concerns is that efforts to identify a relocation site appear to have been limited to Linn County and to obviously interested and historically inclined groups. It does not appear that efforts have been undertaken to seek out possible new locations outside Linn County, for instance, as in Salem. Nor has there been an advertising effort to try to seek a new location for the Jordan Covered Bridge. It seems to us that this would be appropriate, and we suggest that a program for notifying all nearby County and city governments as well as parks and recreation districts be developed in coordination with a newspaper advertising campaign to advertise the availability of 1

RECEIVED
MAY 09 1984

1 the bridge around the State of Oregon. We also suggest a limited amount of advertising, say for two months, in Preservation News, the national monthly newspaper of the National Trust for Historic Preservation. For your guidance, we are enclosing a copy of the Council's publication, "Manual of Mitigation Measures." Please note that item D on pages 7 and 8 describe a standard approach to marketing historic properties.

2 Our second concern is that we do not have good indicators of public opinion about the loss of this bridge. We do note that several historical groups have been consulted and that local citizens have developed considerable pride in their local historic bridges. We also note that a public hearing on the proposed bridge replacement either has occurred or will occur soon. We would appreciate learning whether the historic preservation issues were addressed in the presentation made by the highway department and Federal Highway Administration and whether or not citizen concerns were expressed about the loss of the bridge.

Once these two issues, the broader advertisement of the availability of the Jordan Covered Bridge and public sentiment about the loss of the bridge, have been thoroughly addressed, we should be able to finish our review of the materials presented to document the Federal Highway Administration's determination of adverse effect.

On a more programmatic note, however, we see that loss of many of the historic covered bridges of Oregon is anticipated in the near future. These bridges represent a historically significant class of bridges in Oregon, and, without special attention to their needs, we can only anticipate that this class of historic bridges will eventually be lost to the State of Oregon through attrition. It seems appropriate to us, therefore, that special planning consideration be given to this type of bridge. To this end, we suggest that the Council, FHWA, and Oregon State Historic Preservation Officer develop a Programmatic Memorandum of Agreement in accordance with 36 CFR §800.8. to implement a management program for this important class of historic properties in the State.

If you have any questions or we may be of assistance regarding this matter, please contact Brit Storey of my staff at (303) 234-4946, an FTS number.

Sincerely,

Robert Fink
Acting Chief, Western Division
of Project Review

Enclosure

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

April 11, 1984
IN REPLY REFER TO
HPO/2-OR

RECEIVED
ENVIRONMENTAL
SECTION
APR 16 1984

Referred to Manager Res. Coord. XE please.
Proj. Coord.
Eng. Coord. JAJ Adm. Asst.
Sec. File

done 4-18-8
gc

Tom Ton

Advisory Council on Historic Preservation
Western Division of Project Review
730 Simms Street, Room 450
Golden, CO 80401

Gentlemen:

Oregon Project SOS-2200(2)
Thomas Creek (Jordan) Bridge
Linn County, Oregon

We are submitting cultural resource documents for the Jordan Bridge replacement project. Enclosed you will find a copy of the (1) Environmental Assessment and Draft 4(f) Evaluation, (2) the Cultural Resource Report, (3) the Finding of Effect and Preliminary Case Report, and (4) the Determination of Eligibility Request prepared for this project. These documents have been prepared by the Oregon Department of Transportation. The Oregon State Historic Preservation Officer's concurrence with the findings is included with the Cultural Resource Report.

We ask that you initiate the consultation process required under 36 CFR 800.6. While there are presently three build alternatives under consideration, all alternatives have identical adverse effects on the Jordan Covered Bridge. The timely conclusion of the consultation and a Memorandum of Agreement will allow the project to advance promptly. Currently the weight limits on the Jordan Bridge are resulting in increased heavy truck use of the National Register listed Hannah Bridge. Implementation of the proposed bridge replacement will redirect this traffic to the Jordan Road crossing, extending the life of the Hannah Bridge.

To assist in arriving at a Memorandum of Agreement, proposed mitigation measures for your review are listed at the end of the Case Report. Please inform us of your views at your earliest convenience.

Sincerely yours,

Original Signed By
ROBERT B. HATHAWAY
Asst. Division Administrator

Dale E. Wilken
Division Administrator

Enclosure

cc:
OSHD (H S Coulter)
OSHD (D O Christensen)
OSHD (C M Gilmour)
OSHD (D Powers)

United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

In Reply Refer to:
ER 84/494

MAY 16 1984

Mr. Dale E. Wilken
Division Administrator
Oregon Division
Federal Highway Administration
530 Center Street, N.E., Suite 100
Salem, OR 97301

Dear Mr. Wilken:

This is in response to the request for the Department of the Interior's comments on the environmental assessment/Section 4(f) evaluation for Thomas Creek (Jordan) Bridge (County Road 829)., Linn County, Oregon.

SECTION 4(f) STATEMENT COMMENTS

We concur with your finding that there is no feasible and prudent alternative to the use of Section 4(f) lands for bridge replacement. We also concur that all possible planning to minimize harm will be undertaken as indicated on page 19.

FISH AND WILDLIFE COORDINATION ACT COMMENTS

It is noted that the proposed project may require Federal permits for stream crossings and modifications, and filling in wetlands. The draft document adequately describes project alternatives, locations, designs, and construction methods so that impacts on fish and wildlife resources can be evaluated. However, these comments do not preclude further evaluation by the U.S. Fish and Wildlife Service, pursuant to the Fish and Wildlife Coordination Act (16 U.S.C. 661, et seq.) if eventual project development requires a permit from the U.S. Coast Guard and/or the U.S. Army Corps of Engineers (Section 404 of P.L. 92-500). All such permits are subject to separate review by the Service under existing statutes, executive order, memorandum of agreement, and other authorities. In review of permit applications, the Service may concur, with or without stipulations, or object to the proposed work depending on specific construction practices which may impact fish and wildlife resources. The Fish and Wildlife Service advises that its tentative position, based on available information, would probably be to concur to permit issuance with stipulations.

RECEIVED
MAY [illegible] 1984
[illegible]

When appropriate site-specific information is available, the Fish and Wildlife Service would be pleased to coordinate with you to preclude delay and to insure that any permit stipulations or conditions are understood and included in the final statement. Please consult with the Portland Field Office, U.S. Fish and Wildlife Service, 727 Northeast 24th Avenue, Portland, Oregon 97232 (Telephone: FTS 8-429-6179 or Commercial (503) 230-5178). 3

SUMMARY COMMENTS

The Department of the Interior has no objection to Section 4(f) approval of this project.

We appreciate the opportunity to provide these comments.

Sincerely,

Bruce Blanchard, Director
Environmental Project Review

VICTOR ATIYEH
GOVERNOR

Executive Department
155 COTTAGE STREET NE., SALEM, OREGON 97310

May 1, 1984

Campbell M. Gilmour, Manager
Environmental Section
DOT
Highway Division
Transportation Building
Salem, OR 97310

SUBJECT: Thomas Creek (Jordan) Bridge Replacement
PNRS #OR840403-006-4

Thank you for submitting the subject Environmental Assessment for State of Oregon review and comment.

The State Department of Agriculture has submitted additional comments. Any consideration you can give these comments will be appreciated.

Sincerely,

INTERGOVERNMENTAL RELATIONS DIVISION

Dolores Streeter

Dolores Streeter
Clearinghouse Coordinator

DS:bm
Enclosure

cc: Dale Wilken, Federal Highway Administration

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. NE, Salem, Oregon 97310
Phone: 378-3732

PNRS STATE REVIEW

APR 23 1984

Project #: OR 840403-006-4 Return Date: APR 27 1984

The Attached proposal is for your review and comment. Please notify us immediately if you will be unable to respond by the indicated due date. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

ENVIRONMENTAL ASSESSMENT

(✓) The Environmental Assessment is adequate. No significant effect on the environment is indicated and a negative declaration is justified.

( ) The Environmental Assessment is adequate. There is a significant effect on the environment and an Environmental Impact Statement should be prepared as required by the National Environmental Protection Act.

( ) The Environmental Assessment is inadequate; further documentation is necessary. See remarks below.

- -

REMARKS

ATTACHED

Agency Agriculture By Robinson

Revised 10/83

VICTOR ATIYEH
GOVERNOR

Oregon Department of Agriculture

635 CAPITOL STREET NE, SALEM, OREGON 97310-0110

April 19, 1984

Intergovernmental Relations Division
155 Cottage Street NE
SALEM OR 97310

RE: PROJECT NO. OR 840403-006-4
ENVIRONMENTAL ASSESSMENT DRAFT SECTION 4(f) EVALUATION
THOMAS CREEK (JORDAN) BRIDGE REPLACEMENT

The Oregon Department of Agriculture would like to see all of the remaining 52 historical covered bridges in Oregon preserved. However, we recognize this is not economically possible and as noted in the environmental assessment evaluation, some of these bridges have deteriorated beyond reasonable preservation that would include continued use.

The department supports preferred alternative C. If relocation is not possible, we recommend salvaging the timbers for use in maintaining other historic bridges as suggested on page 14 of the evaluation and as recommended by Willis Grafe of the Linn County Road Department. 4

The agriculture and timber industries need a bridge over Thomas Creek linking lands and providing access to markets and that can also accomodate local transportation. Continued use of the Jordan Bridge poses a safety hazard and routing trucks over the Hannah Bridge, causing additional damage to another historical bridge, is unacceptable. We do not support alternative A or B which involve land acquisition for right-of-way or alternative D -- no action.

We sincerely appreciate the efforts being made to publicize the availability of the historic Jordan bridge for reuse and relocation. Thank you for the opportunity to comment.

Michelle Robinson
Michelle Robinson
Ag Resource Coordinator
378-4665

bmL40M

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

orig - file
cc - [illegible]
[illegible]
Tom
done 4-2-84
ge

March 23, 1984

Pieter Dykman
Environmental Section
412 Transportation Building
Salem, OR 97310

Dear Pieter:

RE: Thomas Creek (Jordan) Bridge
Linn County

This letter is in response to the archeological resource survey carried out to assess impact of the above-mentioned project on archeological sites.

After a careful review of the cultural resource survey carried out within the project area, our office can offer the following comments. We feel that no archeological resources of National Register potential have been identified which are likely to be impacted by this project. We therefore feel that Public Law 89-665 and Executive Order 11593 have been complied with regarding archeology.

Thank you for your cooperation and concern. If you have any questions, please call Leland Gilsen at 378-5023.

Sincerely,

D. W. Powers III
Deputy SHPO

DWP/LG:sqh

Form 734-3122

VICTOR ATIYEH
GOVERNOR

Department of Transportation
STATE HISTORIC PRESERVATION OFFICE
Parks and Recreation Division
525 TRADE STREET S.E., SALEM, OREGON 97310

March 16, 1984

Mr. Pieter Dykman
Research Coordinator
Environmental Section
Highway Division
Oregon Department of Transportation
Salem, OR 97310

Dear Pieter:

Thank you for requesting our opinion of the effect of proposed replacement of the Thomas Creek Bridge (Jordan Covered Bridge) in Linn County, Oregon. The Thomas Creek Bridge was determined eligible for inclusion in the National Register of Historic Places by the Keeper on February 8, 1984.

We concur in your findings that all of the build alternatives proposed would adversely affect a distinctive, Register-eligible resource because removal of the bridge would be required in all cases.

We concur, also, that the schedule of measures for mitigating the effect of displacement given in the Cultural Resources Report of November 1983 is both reasonable and appropriate should any of the build alternatives be chosen.

As always, we appreciate the opportunity to offer our comments, which we hope will be helpful.

Sincerely,

David W. Powers, III, Deputy
State Historic Preservation Officer

DWP:EWP:ep

Form 734-3122

505-2200(2)
RUS
Kuppers

United States Department of the Interior

NATIONAL PARK SERVICE
WASHINGTON, D.C. 20240

FEB 6 1984

IN REPLY REFER TO:
413

The Director of the National Park Service is pleased to inform you of our determination pursuant to the National Historic Preservation Act, as amended, and Executive Order 11593 in response to your request for a determination of eligibility for inclusion in the National Register of Historic Places. Our determination appears on the enclosed material.

As you know, your request for our professional judgment constitutes a part of the Federal planning process. We urge that this information be integrated into the National Environmental Policy Act analysis and the analysis required under section 4 (f) of the Department of Transportation Act, if this is a transportation project, to bring about the best possible program decisions.

This determination does not serve in any manner as a veto to uses of property, with or without Federal participation or assistance. The responsibility for program planning concerning properties eligible for the National Register lies with the agency or block grant recipient after the Advisory Council on Historic Preservation has had an opportunity to comment.

We are pleased to be of assistance in the consideration of historic resources in the planning process.

Attachment

E.O. 11593
DETERMINATION OF ELIGIBILITY NOTIFICATION
National Register of Historic Places
National Park Service

Name of property: Thomas Creek (Jordan) Bridge

Location: Linn County **State:** OR

Request submitted by: DOT/FHWA Dale E. Wilken

Date received: 1-26-84 **Additional information received:**

Opinion of the State Historic Preservation Officer:

☒ **Eligible** ☐ **Not Eligible** ☐ **No Response**

Comments:

The Secretary of the Interior has determined that this property is:

☒ **Eligible** **Applicable criteria:** ☐ **Not Eligible**

Comments:

36 CFR Part 63.3
Determination

☐ **Documentation insufficient**
(Please see accompanying sheet explaining additional materials required)

for Beth L. Savage
Keeper of the National Register
Determined Eligible

Date: 2-8-84

WASO-28

STATEMENT OF THE OPINION OF THE OREGON STATE HISTORIC PRESERVATION OFFICER CONCERNING THE ELIGIBILITY OF A PROPERTY FOR INCLUSION IN THE NATIONAL REGISTER.

I understand that the Oregon Department of Transportation is requesting the opinion of the State Historic Preservation Officer concerning the eligibility of Jordan Covered Bridge for inclusion in the National Register and that my opinion may be submitted to the Secretary of the Interior with a formal request for a determination of eligibility on this property. This statement confirms that I have been consulted as part of the determination of eligibility procedures.

XXX (1) In my opinion, the property is eligible for inclusion in the National Register.

---(2) In my opinion, the property is not eligible for inclusion in the National Register.

---(3) I have no opinion and prefer to defer to the opinion of the Secretary of the Interior.

Justification and comments:

While the Jordan Covered Bridge was not listed in the National Register of Historic Places in 1979 as part of the Thematic Group nomination of Oregon covered bridges at the request of Linn County, the State Historic Preservation Office finds that the bridge is eligible for inclusion in the National Register. Built in 1937, it is a distinctive, intact example of the housed truss span type, of which only 50 exmples remain standing in the state today.

SIGNED:
Deputy Oregon State Historic Preservation Officer

DATE: January 6, 1984

LINN COUNTY ROAD DEPARTMENT

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE
County Engineer

December 16, 1983

Cameron M. Gilmour, Manager
Environmental Section
Room 412 - Transportation Building
Salem, Oregon 97310

Re: Thomas Creek (Jordan) Bridge
Linn County Road #829

Dear Mr. Gilmour:

We are continuing our efforts to mitigate the possible environmental loss of subject bridge, and will take this opportunity to acquaint you with our efforts to date.

First, we were hopeful that the City of Albany, through their Parks Department, might see fit to utilize it at the mouth of the Calapooya River as a connection between two urban parks. Upon consideration of the size, weight, and seriously deteriorated condition of the structure, however, the City Council, on November 30, 1983, chose not to accept our offer.

The Covered Bridge Society of Oregon has been constantly advised of the progress of things and condition of the bridge. On Friday evening, December 9th, at a meeting of the membership on the occasion of their fifth anniversary, approximately fifty people attending, I made a presentation to them, advising them of the current status of things and solicited suggestions, recommendations, and comments regarding any alternatives to loss of the structure. After some discussion, the consensus was that, if it could no longer be serviceable at its present location, no other feasible use could be identified.

Also present at the meeting of December 9th was Mr. Mark Wooley, a teacher at Scio Middle school, who in 1977-8 was instrumental in organizing the "Scio Bridge Brigade", a group of his students. He advised me the "Brigade" members were all of college age and had mostly left the area. No similar organization now exists, but we have, nevertheless, made plans for a meeting with his classes some time in January to discuss the whole matter of the covered bridges of Linn County.

On December 14th, I met with Mr. and Mrs. W. J. Kelly at there home at 37862 Kelly Road, Scio, to further discuss the resolution of the bridge problem. Mr. Kelly has been president of the Linn County Historical Society for eleven years and Mrs. Kelly has been secretary for 25 years.

3010 Ferry Street SW, Albany, Oregon 97321-3998 / Phone 967-3919

Mr. & Mrs. Kelly are well cognizant of the concerns of their members regarding the status of the covered bridges in the county and the importance of retaining them as a desirable legacy. Upon lengthy discussion and soul searching, they were unable to suggest any way to preserve the bridge at its present site or any location to which it might conceivably be moved.

As you can see, our efforts to find a replacement site are not bearing much fruit, even with the help of the local Covered Bridge and Historical Societies.

Even given the resources, the utilization of the structure at an alternate site would be beset by serious problems, primarily structural. Any reconstruction would require the replacement of a significant number of the critical components (chords, diagonal compression members, floor beams) and the age of members yet appearing sound would mean they would need to be critically examined before reuse.

Leaving the bridge in its present position and bypassing it has been suggested, as we were able to do with Weddle Bridge. This site and the condition of the structural members present a quite different set of circumstances than was true at Weddle. In the first place, we have already performed emergency repairs to the point of even providing stiffleg struts transmitting the total load to the streambed at the southwest and northeast corners to allow maintaining even a five ton load limit. We have effectively removed the load from the major diagonal on these two corners because of deterioration of the wood at the abutments and in the chords. To guarantee it would still support its own dead weight for any significant period of time if left in place would be highly speculative. The struts on the diagonal corners are inside the piers and vulnerable to flood damage and, as such should not be considered to be useful for any extended period of time. In addition to the above structural concerns, each summer the high divers tear large holes in the metal roof to allow access to the eaves as a diving platform approximately 35-40 feet above the water. Linn County is very reluctant to continue to accept the potential liability which this situation creates.

As you probably know, Linn County has a total of ten covered bridges of which five are on the National Register. Our bridge crew is experienced in repairs to these structures and we are put to substantial expense each year to keep them in usable condition. Timbers suitable for use are increasingly difficult to obtain, even in this timber country, and we keep a stockpile of them available so our response time can be minimized. We would propose to salvage the usable timber from disassembly of Jordan Bridge and provide covered storage for it in our Albany yard, with an end in view of utilizing it on our other bridges. In this way we could at least consider that some remaining service life could be gained from loss of this structure.

Hannah Bridge, in Township 10 South, Range 1 East, Section 9, approximately 3 miles downstream from Jordan, is one of the five bridges on the Register. Only those two bridges provide access across Thomas Creek for a large timber shed. At this point only Hannah is able to take loads over 5 tons, which places upon it the burden of logging traffic for its whole area. We have, within the last three years, repainted, reroofed, and done a significant amount of work on its structural features to reasonably provide for a longer life expectancy. We are becoming increasingly concerned as time goes on, over the continued use by Hannah of heavy loads which may render it, too, beyond salvation. These bridges were originally designed for H-15 loading, which was for loads less than todays legal loads, and they are in somewhat less than new condition.

We feel that, looking at the larger picture, we must view the expediting of replacement of Jordan bridge as mitigation of damage to and the possible only way to save Hannah Bridge, and we urge that the time necessary to complete the environmental studies be shortened and the whole project be placed on the fastest possible track, lest we lose not one but two bridges in the process.

Thank you for your early consideration of this urgent matter.

Sincerely,

Willis R Grafe

Willis R. Grafe
Linn County Engineer

WRG:bms

cc: E.S. Hunter
Dale Wilken
C.O. Fredrickson
Walt Hart

done
12-23-83

APPENDIX E

Letters and Cards Received from the Public

1. Molly Campbell, May 12, 1984.
2. Eileen Hergert, Covered Bridge Society of Oregon, May 14, 1984.
3. Bill Cockrell, May 16, 1984.
4. Scott Pirie, May 19, 1984.
5. Mrs. J. D. Reed, May 20, 1984.
6. Carol Bates, City of Scio Recorder, May 23, 1984.
7. Gary Buehler, May 16, 1984.
8. David Francis Costa, Jr., Architects, May 7, 1984.
9. Sharon E. Evans, Covered Bridge Society of Oregon, May 12, 1984.
10. Senator L. B. Day, Oregon State Senate, May 15, 1984.
11. Linn County Board of Commissioners, May 21, 1984.
12. Card Comments Submitted at Public Hearing, May 19, 1984.

Dear Linn Co. Commissioners, 5/12/84

I'm not a county resident, but I am a concerned native of Oregon. I know I have very little say in the salvage of the Thomas Creek (Jordan) Covered bridge but after I rode down th hill, passing through the bridge after the public hearing Wednesday evening I was inspired to write my letter of vote.

If it at all possible please save the bridge by either by-passing it at its present location or let it be moved to the Albany site that was suggested at the hearing. Yes, it is understood that truckers and heavy traffic loads do nee a sturdy bridge to cross and it is

not a good sight to see when such a large truck does approach a covered bridge.

With the success of re-building the Chitwood Bridge in Lincoln Co. this past winter other Oregon bridge efforts must be met when in need.

Some of Linn Co. residents are blinded by the beauty that resides but please don't let your decision rob a community of its true treasure.

Thank You,
Molly Campbell
11416 N.E. Sandy Blvd
Portland, Oregon 97220
(Oregon Covered Bridge Society)

Covered Bridge Society of Oregon

Preserving Oregon's Heritage for the Future

May 14, 1984

Linn County Commissioners,

After attending the hearing on Jorden Covered Bridge on May 9, I now realize that your minds were made up before the meeting ever started. Ifeel sorry that you and the residents around the area do not realize the treasure you have standing before you.

I write only to urge the adoption of plan A, seeing that it is only a few thousand dollers more than plan C. The history of Oregon and the beautiful bridge should be saved for future generations.

Knowing that the fate of this bridge is out of my hand, I strongly voice my second opinion that the bridge be relocated, as in Albany as was suggested. If this is the only alternative that you can offer our Society, then we will settle for that decision.

Please consider the damage you will be doing to Oregon's heritage and to the many travelers who visit here just to see these magestic pilars of the past. It seems you are destined to destroy all the covered bridges in Linn County. This is a sad train of thought. Hopefully you will be less adament and take pity on the next victim of destruction.

Thank you for hearing my opinion.

Sincerely,

Eileen Hergert
Eileen Hergert
11416 N E Sandy Blvd
Portland, Or 97220

May 16, 1984

Willis Grafe
Linn County Road Department
3010 Ferry St. SW
Albany, Or 97321

Dear Willis

I am writing concerning the destiny of the Jordan Coveryed Bridge. Although few of us want to see the bridge removed from its present location, most of prefer some level of preservation for the old structure.

After some discussion with local residents and Maxine Banks of the Environmental Section of State Transportation Department, I believe a relocation of the bridge is a possibility. Maxine still thinks thinks the 80% Federal funding is possible as long as the bridge is rebuilt and used in some manner. It would also be necessary to coordinate the timing of the dismantling, repairing, and moving of the old structure with the building of the new one for funding purposes; as well as planning purposes.

If the community of Scio will agree, some agreement is present that a site near the Scio Middle School on NW Beech near 1st Avenue be set aside. This would allow school children access across Thomas Creek.

The local 20% funding might be reduced in real dollar terms from volunteer labor, trucking, and materials. Also fund raising activities could begin at once.

Many of us prefer this option over that of using the materials from the bridge in scale models or using the bridge for private commercial ventures.

Thank you for your consideration.

Bill Cockrell

RECEIVED MAY 22 1984

2031 N.W. 17th
Albany, OR 97321
May 19, 1984

Linn Co. Commissioners
Linn Co. Courthouse
Albany, OR 97321

DATE
VERN
CARL ✓
FILE
✓ Neal

Gentlemen:

I do not now pay taxes in Linn County, but as an Oregonian and as an ex-Linn County resident I must express my concern about the apparent lack of official concern about the preservation of Linn County's remaining covered bridges.

Covered bridges are so attractive and historical an attraction. They should be preserved at great cost if necessary.

When a unique structure like a covered bridge is destroyed we lose some of our heritage, and our descendants are poorer.

Sincerely,

Scott Pirie

May 20, 1984

Carl Stephani, Chairman
County Commission
P.O. Box 100
Albany, Oregon 97321

Dear County Commission Stephani,

As an interested lover of the old covered bridges I want to encourage you to do what you can to save the Jordan Covered Bridge.

These beautiful old covered bridges are a part of our heritage and along with the other covered bridges in you county are used and enjoyed by many, many people. I'm sure they draw many tourists to your area. I frequently drive out of town and out of state guests to your county just to see the lovely bridges.

Anything you can do to keep will be most appreciated. Thank you.

Sincerely

Mrs. J. D. Reed
4226 Ward Dr. NE
Salem. Oregon 97305

MAYOR
WANITA HAUGEN
RECORDER
JOYCE MORSE
MUNICIPAL JUDGE
JOANNE BILYEU
LIBRARIAN
MRS. OLGA SHELTON
WATER-SEWER SUPT.
VANNIE SHELTON

City of Scio

INCORPORATED OCT. 24, 1866
PHONE 394-3342
P. O. BOX 37
Scio, Oregon 97374

COUNCILORS
STEVE ELLIS
MARY VAN AGTMAEL
DAVE CARDWELL
LEE SHINDLER
RICK YOUNG
KEN MULKEY

May 23, 1984

Dear Willis,

Mark Woolley reminded us that the City of Scio is supposed to write a letter to you concerning the Jordan Bridge.

He wanted us to ask what the cost is to tear down the bridge and reassemble it somewhere here in Scio.

Perhaps it is too late to be talking about this but Mark is very concerned about the bridge getting torn down.

If any other letters have come to you that repeats this inquiry please disregard this one.

Too, I want to renew the request I made at the Jordan hearing about the Scio Historical Society obtaining enough lumber to build a small replica scale model of the bridge. We would use it here in Scio for exhibition purposes.

Please let us know what you can about these requests.

Thank you for any and all consideration.

Sincerely,

Carol Bates

Carol Bates
Recorder Pro Tem
City of Scio

39830 Echo Hill Road
Scio, Oregon 97374
May 16, 1984

Linn County Road Department
3010 Perry Street
Albany, Oregon 97321

To whom it concerns:

The pamphlet regarding the replacement of a covered bridge in Pennsylvania by utilizing pressure treated lumber was left at the meeting by myself.

Six years ago or so, when you folks had a public hearing in Albany about the covered bridges there was a speaker from Oregon State University who was an expert in wood preservation who gave a talk and slide show extolling the benefits of pressure treated wood.

I was late for the meeting at Jordan due to a conflicting meeting but I understand that all three alternatives estimate cost at $400,00 plus each.

In the last six years has anyone worked up any estimates for a pressure treated timber bridge? Aside from the fact that you need the roadway to be thirty feet wide for practicality; ie emergancy vehicles, large farm equipment, etc; what is a compromise between the existing road width and your ideal and the cost on building a covered bridge on the same spot using modern methods?

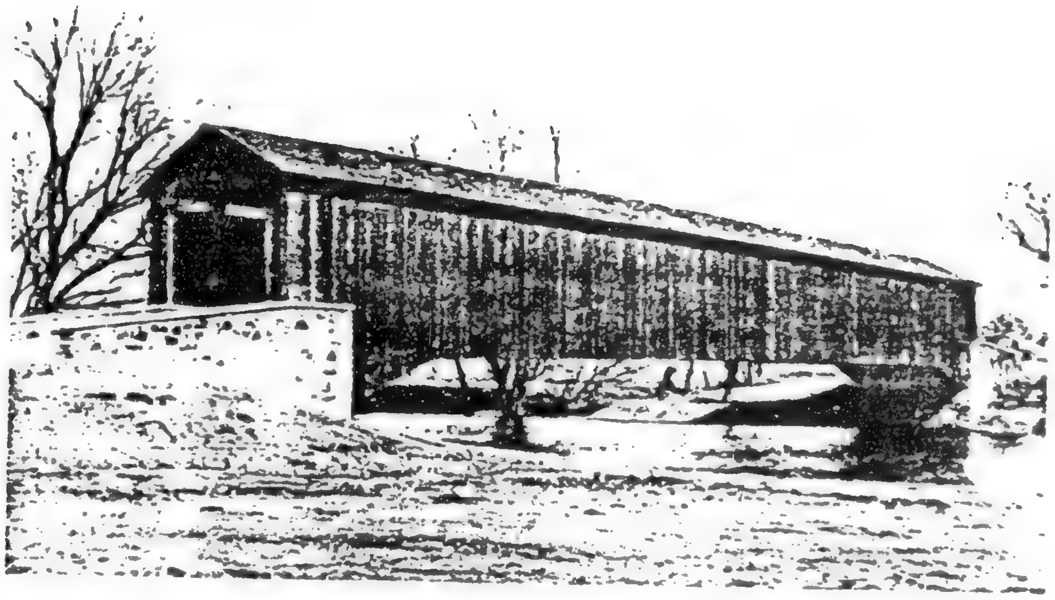
The school children who have worked in the Scio area on the "save the bridge" campaign deserve consideration. The utilitarian approach being taken by the county and state personnel is tunnel-vision. The feelings I experience by using, seeing, and appreciating the Jordan Bridge are shared by many. How come the thought processes that allowed the Shimanak Bridge to be rebuilt on the same spot four or five times since 1860 are not being used now? If pressure treated lumber had been used in 1965 the bridge would not be in worse shape than some of the 1920's covered bridges.

Covered bridges are a birthright of the people. There are intangible points that need to be considered if the will of the people is to be respected.

Sincerely,

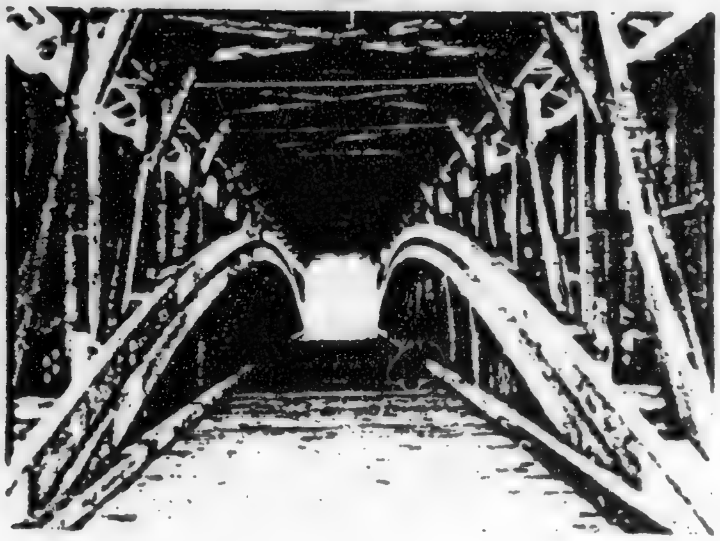
Submitted by Gary Baender

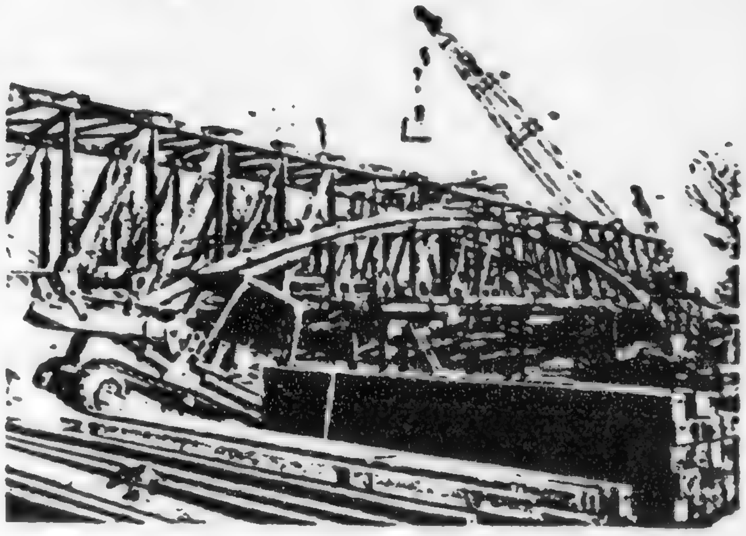
pressure treated bridges



product report 8

J.H. Baxter
75 Years Experience Treating Wood Products





J. H. Baxter pressure treats wood for Pennsylvania covered bridge.

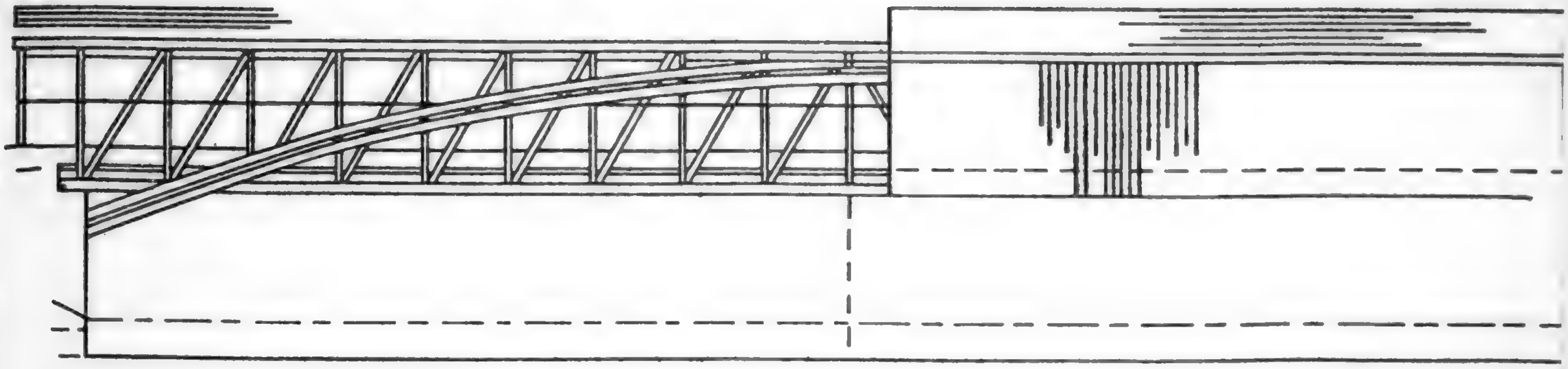
An Old Idea Made Even Better!

Pennsylvanians like tradition and if it means fighting town hall to maintain it, the citizens are known to come up in droves to stand for what they want.

When Hurricane Agnes roared through the state in early 1972, the damage was severe. In a little-known town north of Lancaster a handful of people watched the Hunsecher Bridge wash away. It was one of 312 bridges in the state destroyed that disastrous week.

While residents in other parts of the state let their bridges be rebuilt in the quickest way possible, neighbors of the Hunsecher Bridge insisted the covered bridge be restored exactly as it stood prior to the storm.

Pennsylvania often is called the "keystone of American bridge building." The state was the first to build covered bridges and has

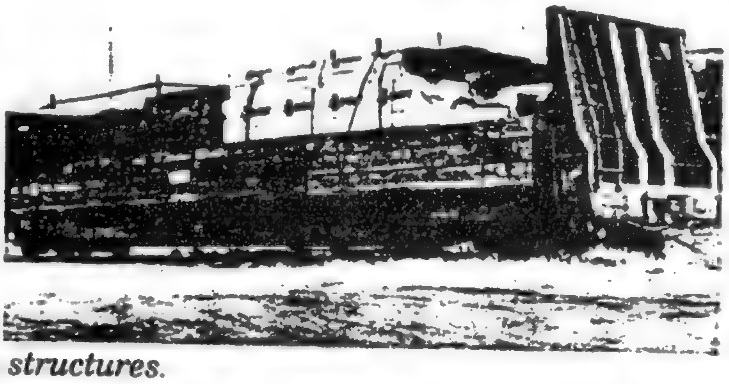


become the site of the latest covered bridge when it recreated the Hunsecher Bridge.

The new bridge, designed by Rummell, Klepper and Kahl of Mechanicsburg, Pa., is 180 feet long with a span of 166 feet, exactly like the original it replaced. When state engineers realized salvaging the original timber was impossible, they decided that Douglas Fir would be used for the superstructure with an oak floor, cedar shake roof and redwood sides.

Why covered bridges?

Early bridge builders noted that covered wood bridges last about three times as long as those with no roof protection. Today the roof offers no real advantage on a bridge constructed of pressure treated wood, other than historical or picturesque. However, designers have found that where applicable, treated wood bridges may cost 10 to 30 percent less than prestressed concrete or steel structures.



J. H. Baxter and Company, a west coast manufacturer of pressure treated forest products, responded to the strict requirements established by the State, providing chemically-treated wood products that would be fire retardant and decay resistant.

The Baxter company supplied 57,224 board feet of timbers, pressure-treated with Chemonite to resist decay and insects. Another 6,242 board feet of lumber was treated with Flamescape, an interior fire retardant that satisfies UL requirements.

Where the wood products would be exposed to the weather, Baxter supplied Western Red Cedar Shakes and Redwood siding treated with NCX, an external fire retardant that both resists fire, decay and insects. Woods treated in this manner maintain their weathering characteristics and "natural" look, a factor of importance in the bridge-building tradition of Lancaster County.

Requirements made [illegible] necessary for Baxter to provide timber superstructure pressure impregnated with preservative. Chemonite, a clean, dry preservative, meeting all applicable state and federal standards, was used.

Double arches bolted to a wooden lattice truss support the new bridge constructed by Bear Creek Construction Co., of Landisville, Pa. This is one of the few spans built on piles: work began by driving pilings on the old site supporting new abutments. Next, the pressure treated arch-trusses were assembled and lifted into place.

Many travellers use the covered bridge for protection from the elements. However, the original purpose of the cover was to protect the structure from the weather in the hope of providing longer life.

By using Baxter treated wood, state officials in Pennsylvania have insured an economical bridge structure with the integrity and style of its predecessor.

Summary

Project: Hunsecher Covered Timber Bridge.

Location: Lancaster County, Pennsylvania.

Design: Rummell, Klepper & Kahl, Mechanicsburg, Pennsylvania.

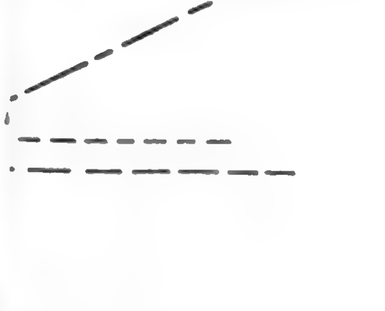
Engineering: Highway Department, State of Pennsylvania.

Prime Contractor: Bear Creek Construction Company, Landisville, Pennsylvania.

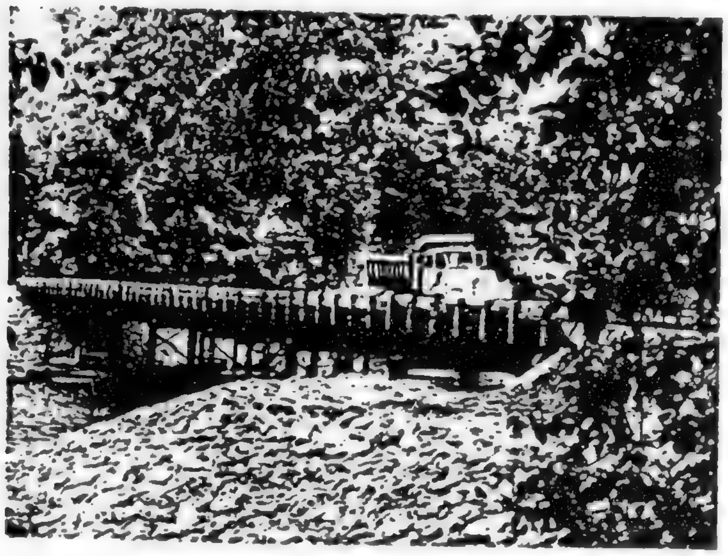
Forest Products Distributor: Patrick Lumber Company, Portland, Oregon.

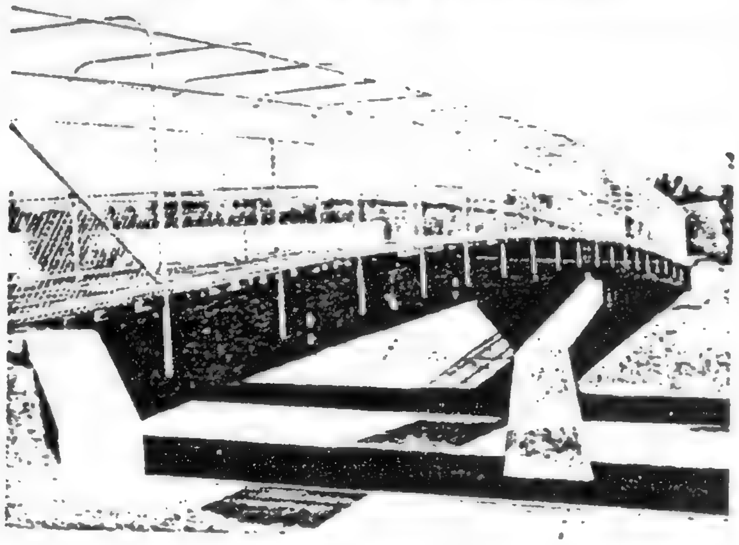
Fabrication and treatment: J. H. Baxter & Company.

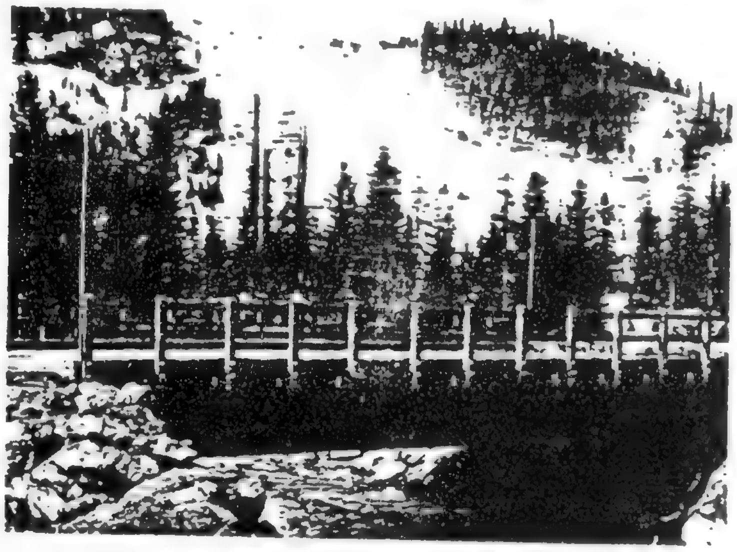
Treated Products:
- 57,224 FBM of framing pressure treated with Chemonite
- 6,242 FBM of framing pressure treated with Flamescape
- 58 Squares of ½ x ¾ x 24" NCX treated Western Red Cedar Shakes
- 7,000 FBM of NCX treated Redwood Siding.

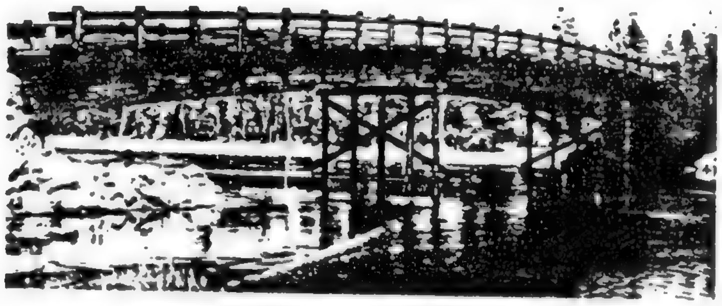


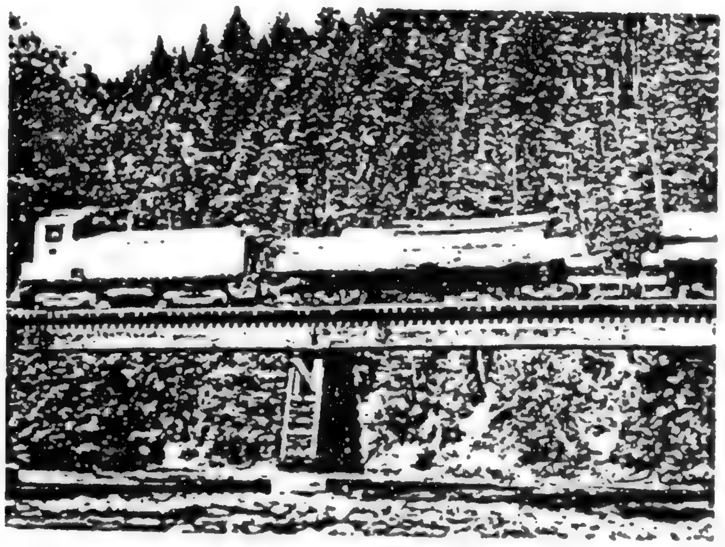
Pressure treated Glulam meets a wide range of bridge challenges.











A new sta
of fire sa
timeless s
of beauty
CHEMONITE

More facts!
We would like to answer your needs for additional information on versatile treated wood products, not only for bridges, but for any structure where decay, insects, and fire, are design factors. Simply contact your nearest J. H. Baxter office.

J H Baxter
1700 South El Camino Real, San Mateo, California 94402 (415) 349-0201
Sales Offices
431 North Brand Blvd., Glendale, California 91203 (213) 244-8458
P.O. Box 10797, Eugene, Oregon 97401 (503) 689-3801
P.O. Box 568, Renton, Washington 98055 (206) 255-2421
6210 West Mason Hill Road, McHenry, Illinois 60050 (815) 385-8240
Riviera Plaza, 1618 S.W. First Avenue, Portland, Oregon 97201 (503) 227-2574

JHB 7/76/5M

DAVID FRANCIS COSTA JR. & ASSOCIATES
ARCHITECTS · PLANNERS ▪ ▪ ▪ ▪ ▪ ▪ A.I.A.
LICENSED: CALIFORNIA, OREGON, WASHINGTON

210 ELLSWORTH STREET
ALBANY, OREGON 97321
TELEPHONE 503-926-2263

May 7, 1984

LINDSAY - HAYES, INC.
1109 A - 9th Avenue, S.E.,
Albany, Oregon 97321

Re: Re-Use of the Jordan Bridge

Dear Mr. Lindsay and Mr. Hayes:

At your request, we researched the various possiblities for the Re-Use of the Historic Covered Jordan Bridge on Thomas Creek in eastern Linn County.

On April 3rd, we made a physical inspection of the Jordan Bridge. It is a beautiful old covered bridge, which was constructed in 1937. The structural capacity and adequacy as a highway bridge is very questionable. The bridges weight capacity has, already, been lowered to "5-Tons", see posted signing on the bridge. Major deterioration of certain structural elements were evident. Some emergency reapirs have already been executed by the Linn County Roads Department.

Further, we discussed our thinking for the Re-Use of the Jordan Bridge with Mr. Willis Grafe, Linn County Engineer, and Mr. Steve Bryant, Albany Planning Director. They were both enthusiastic about our proposal to save the bridge. Mr. Grafe has researched many other possibilities to save this bridge, to no avail. Please read the attached publication entitled, "Environmental Assessment, Draft 4(f) Evaluation, THOMAS CREEK (JORDAN) BRIDGE REPLACEMENT, County Road, Linn County, Oregon", dated 3/12/84, by the Federal Highway Administration and Oregon Department of Transportation.

I believe, that a proposal such as ours is the only remaining feasible means to "save" this historic covered bridge from eminent destruction.

Our recommended proposal shall include, but is not limited to the following:

1.) The "bridge" be dismantled and catalogued piece by piece.

2.) An acceptable "site" be found in the Albany Area, see our Proposal #1, drawing attached.

3.) The "Bridge" be re-assembled (and repaired) in as near as possible to the original condition.

4.) The "Re-Use" of the bridge be compatible with the character of the original bridge and the present Zoning and Land Use of the new site.

5.) The Re-Use be "economically feasible" to assure the continued preservation of the bridge.

We are pleased to have this opportunity to assist you with the saving of this old covered bridge.

Sincerely,

David Francis Costa

DFC/mah

David Francis Costa, Jr.

The Covered Bridge Society of Oregon

Preserving Oregon's Heritage for the Future

P. O. Box 1804
Newport, OR 97365
May 12, 1984

RECEIVED
1

Mr. L. B. Day
State Senator
P. O. Box 3048
Salem, OR 97302

Dear Senator Day:

I don't know if you are aware that Jordan Covered Bridge's fate will be decided on May 23, 1984, by the Linn County Commissioners.

A public meeting was held last Wednesday, May 9, 1984. It was held at Our Lady of Lourdes School on Jordan Road. Public testimony was given at that time.

The Covered Bridge Society of Oregon urges your support to save this historical structure since it falls within the district you serve. We felt that there was apathy on the part of the public officials present. Lincoln County last year was instrumental in saving Chitwood a bridge much older than Jordan, and the East Coast has saved many covered bridges over 100 years old.

Please do your part so that Linn County's covered bridges will not become a thing of the past. Written testimony will be accepted by the Linn County Commissioners up until May 23, 1984.

TO SAVE OUR COVERED BRIDGES,

Sharon E. Evans

Sharon E. Evans
Vice-President

L. B. DAY
LINN, MARION & [illegible] COUNTIES
DISTRICT 16

REPLY TO ADDRESS INDICATED.
☐ Senate Chamber
Salem, Oregon 97310
☐ P.O. Box 3048
Salem, Oregon 97302

OREGON STATE SENATE
SALEM, OREGON
97310

RECEIVED MAY 16 198

May 15, 1984

Mr. Carl Stephani, Chairman
Linn County Commissioners
P. O. Box 100
Albany, OR 97321

Dear Mr. Stephani:

Attached you find a copy of a letter from The Covered Bridge Society of Oregon urging my support to save the Jordan Covered Bridge.

For this reason I am writing you asking that you give due consideration based on your financial limitations for preservation of this historical structure.

As a public official it is not always easy to be all things to all people and I certainly share this.

The purpose of my letter is if at all possible if consideration can be given to this request, many thousands of people will benefit by your action.

Sincerely,

L. B. Day

LBD:dc
Enclosure

cc: Sharon E. Evans

LINN COUNTY BOARD OF COMMISSIONERS

DAVE COOPER
Commissioner

VERNON SCHROCK
Commissioner

CARL J. STEPHANI
Commissioner

Linn County Courthouse
P.O. Box 100, Albany, Oregon 97321
(503) 967-3825

WILLIAM L. OFFUTT
Administrative Officer

May 21, 1984

The Honorable L. B. Day
Oregon State Senator
P. O. Box 3048
Salem, OR 97302

Dear Senator Day:

Thank you for your letter of May 15, transmitting the Covered Bridge Society letter and expressing your interest and concern over Jordan Bridge.

Linn County has ten covered bridges, of which five have been placed on the National Register of Historic Sites, and which this Board of Commissioners has committed itself to preserve at any reasonable cost.

The remaining five not on the register, of which Jordan is one, are integral parts of county arterial roads and were designed, when new, to carry loads significantly smaller than now legally allowed.

Jordan Bridge has deteriorated through age, rot, insect damage, and vandalism to a point where it has become necessary to limit it to five ton loads, which is to say it will support very little more than its own weight.

We appreciate your understanding of our fiscal and other problems as expressed in your letter and can assure you much thought and consideration will go into the final decision in this matter.

Sincerely,

LINN COUNTY BOARD OF COMMISSIONERS

Carl J Stephani
Carl J. Stephani, Chairman

Vernon Schrock
Vernon Schrock, Commissioner

David O Cooper
David O. Cooper, Commissioner

The following submitted cards with comments as follows:

1. Gary Buehler - Self
   39830 Echo Hill Road
   Scio, OR 97374

   Submit a pamphlet on Pressure Treated Bridges - Letter to follow. Late for your short meeting due to another meeting.

2. Molly Campbell - Representing Covered Bridge Society
   11416 N.E. Sandy Blvd.
   Portland, OR 97220

   Please Save Bridges

3. Clement Lulay - Lulay Timber Co., Inc.
   38000 Lulay Road
   Scio, OR 97374

   As far as the bridges go, we would like to see both bridges replaced. We got turned down by the County for our logging equipment. As far as the Thomas Cr. bridge - tear it down & replace. Tear down the old Jordan dam & tear down old bridge.

4. Leonard Neal - Self
   37925 Lulay Rd.
   Scio, OR 97374

   I approve the removal of Jordan's covered bridge for a cement bridge. The covered bridge is a disgrace to the community and does not fulfill the needs of the economy of this community. In fact, we need Hannah bridge rebuilt of cement also.

5. Gene R. Wolford, Jr. - Oregon Covered Bridge Society
   5682 First Ct.
   West Linn, OR 97068

   I would prefer to see the Thomas Creek Bridge refurbished and truck traffic routed around.

10,032

12958A

STATE OF OREGON **INTEROFFICE MEMO**

TO: Bill Anhorn
Region 2 Engineer Phil Stearns

DATE: December 5, 1984 DES 23
12958A

(ORIGINAL SIGNED)
[illegible]

FROM: John M. Tindall, P.E.
Principal Structural Design Engineer

SUBJECT: Thomas Creek (Jordan) Bridge
County Road 829
Linn County
BR 12958A

Attached are four reduced prints of Drawings 39852 and 36473 which are the preliminary plan and elevation and vicinity map for this structure. Also attached is a copy of the hydraulic report to be forwarded to the county.

Note that concrete bridge approach panels have been included in this project.

Our present estimate of costs based on quantities for the proposed contract is:

Roadwork	$ 33,000
Structure	225,000
Engineering and Contingencies	52,000
TOTAL	$310,000

Please use these prints to obtain the approval of Linn County. Return one set of prints to this office as soon as possible stamped with the appropriate approval.

We plan to call for bids on this project as soon as the final plans are completed.

RFE
RFE:jrb

Attachments

cc: H. A. Schell, FHWA /w/ 1 + 2 hydraulic reports. Foundation report will be sent when it becomes available.
Road Design /w/ 1
Program Section /w/ 1
Environment (M. Banks) /w/ 1
J. E. Backstrand

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ____ PROGRAM UNIT ____
DEC 13 1984
REFER TO ____
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

125-1387

attach in file

10,[illegible]

Con 19-17
Thomas Cr

nig

U. S. DEPARTMENT OF TRANSPOR ION
FEDERAL HIGHWAY ADMINIST TION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-BROS-2200(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 90040

6. TO

Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10-11-84

8. FEDERAL ROUTE NUMBER Non-Federal-aid

9. STATE ROUTE NUMBER County Road

10 GENERAL LOCATION:

THOMAS CREEK (JORDAN) BRIDGE SECTION

11. GENERAL DESCRIPTION OF WORK

PS&E Preparation

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* Including utility preparatory work TEC $18,600; Federal Funds $14,880 (appn code 114)

13. REMARKS

As requested by Mr. Potter's letter of October 30, 1984. FONSI and Section 4(f) determination issued October 11, 1984.

RECEIVED
STAT HWY ENGR
NOV 6 '84
REFER TO Potter
FOR

Info	Inv	R/D	D/R	Sign	Act	File

orig to 11/6

14. DATE 11/5/84

15. SIGNATURE OF APPROVING OFFICIAL G. K Hosmer

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

CON 79-4
[illegible]
Co.
J.P.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

Date: October 30, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Preliminary Engineering (Phase 2)
Item No. 90040
Project No. SOS-BROS-2200(2)
Thomas Creek (Jordan) Bridge Section
Jordan Creek County Road #829
Linn County

I request authorization as of October 11 to proceed with the portion of preliminary engineering, including utility preparatory work, necessary to obtain PS&E approval at an estimated total cost of $18,600 with obligation of $14,880 in federal funds (Appn Code 114).

This request is based on the fact that the Finding of No Significant Impact (FONSI) was approved by FHWA on October 11, 1984.

JLG:bkb
cc: D.O. Christensen (Region 2)
Mike Shultz
General Files

10.03

OREGON STATE HIGHWAY DIVISION
Location Unit
Surfacing Design Group

REVISED

Section: Thomas Creek (Jordan Rd.) Bridge
Highway: Co. Rd. 828, Jordan Road
County: Linn
Prefix: 222-1974
Project Manager: L. Weber

Date October 5, 1984
Ten Year Traffic Coefficient 7.0
18 kip EAL's per day 31
R Value 12
Frost Penetration -----
CBE Total Requirement 22.0

STRUCTURAL SECTION
NEW WORK

ACTUAL THICKNESS	COMPONENT	CREDIT
4.0"	Asphaltic Concrete Wearing Surface & Base	8.0"
14.0"	Aggregate Base	14.0"
18.0"		22.0"

1.0" Asphaltic Concrete Wearing Surface & Base = 2.0" Aggregate Base
1.0" Emulsion Treated Wearing Surface & Base = 2.0" Aggregate Base
1.0" Cement Treated Base = 1.8" Aggregate Base
1.0" Plant Mix Bituminous Base = 1.8" Aggregate Base
1.0" Oil Mat = 1.8" Aggregate Base
1.0" Cement Treated Existing Roadway Material = 1.5" Aggregate Base
1.0" Lime or Cement Treated Subgrade = 1.0" Aggregate Base
1.0" Aggregate Subbase = 0.8" Aggregate Base

Above Factors apply to materials that comply with Standard Specifications and Special Provisions.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
✓ Program Section

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
OCT 12 1984
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ✓

10,032

LINN COUNTY BOARD OF COMMISSIONERS

DAVE COOPER
Commissioner

VERNON SCHROCK
Commissioner

CARL J. STEPHANI
Commissioner

Linn County Courthouse
P.O. Box 100, Albany, Oregon 97321
(503) 967–3825

WILLIAM L. OFFUTT
Administrative Officer

September 5, 1984

Frank E. Terpin, P.E., P.L.S.
Location Engineer
Department of Transportation, Highway Division
Transportation Building
Salem, OR 97310

Dear Mr. Terpin:

The Linn County Board of Commissioners has reviewed the final hearing study report for the Thomas Creek (Jordan Road) Bridge, Linn County Road #828 project.

We concur with the recommendation as stated in the final study report with a further one that the existing structure be disassembled, match-marked and stored for up to one year pending identification of a possible future appropriate use.

Sincerely,

LINN COUNTY BOARD OF COMMISSIONERS

Carl J Stephani
Carl J. Stephani, Chairman

David O. Cooper
David O. Cooper, Commissioner

Absent
Vernon Schrock, Commissioner

RECEIVED
SEP 06 1984
LOCATION
SECTION

CONTENTS

Recommendation

Hearing Summation

Project Summation

Environmental Impact Summation

Comments and Responses

Hearing Transcripts

Hearing Map

THOMAS CREEK (JORDAN ROAD) BRIDGE
JORDAN COUNTY ROAD
LINN COUNTY

RECOMMENDATION

Linn County and the Oregon State Highway Division, after considering the public hearing input, environmental impact statement and other related data, recommends that Build Alternate (Alternate "C") be advanced for the Thomas Creek (Jordan Road) Bridge Section in Linn County.

Linn County and the Highway Division further recommends Build Alternate (Alternate "C") be advanced to the Final Plans stage of the proposal.

The following items were used in making the above recommendation:

1. The proposal is consistent with comprehensive plans of Linn County.
2. The Build Alternate will adequately serve present and future traffic volumes.
3. The environmental impacts are either acceptable or can be satisfactorily mitigated.

HEARING SUMMATION

A formal public hearing on the Thomas Creek (Jordan Road) Bridge Section of the Jordan County Road was held on May 9, 1984 at Our Lady of Lourdes School on Jordan Road. The hearing, which began at 8:00 p.m., was preceded by an informal informational session at the same location.

Both the formal and informal sessions were well attended; there were approximately sixty-five people at both the formal and the informal sessions. Eight persons testified orally at the hearing. All oral testimonies expressed interest in restoring the existing structure and/or salvaging for use elsewhere.

Five card comments were received at the public hearing. Two of these favored the construction of a new concrete bridge, and two expressed saving the old structure; the remaining card comment was accompanied by a pamphlet on Pressure Treated Bridges.

Eight letters were received regarding the replacement of the Thomas Creek (Jordan Road) Bridge. Seven of the letters indicated a great interest in the restoration and/or salvage and relocation of the existing structure. None of the seven addressed the proposed alternates for the bridge replacement. The remaining letter also expressed interest in the restoration and/or salvage and relocation of the structure. If restoration or salvage were not economical, then Alternate "A" would be that person's choice.

In summary, twenty-one persons testified regarding the Thomas Creek (Jordan Road) Bridge project. The comments of eighteen persons were directed toward the restoration and/or the salvage and relocation of the structure. The comments of three persons favored replacing the existing structure; only one of the three indicated a preference as to the alternatives (Alternate "A").

PROJECT SUMMATION

This portion of the report is a brief summary of the proposals considered for the project including the No-Build Alternative, the three Build Alternates, and the Recommended Alternate.

No-Build Alternative

The No-Build is not considered a viable alternative due to the fact that the existing bridge is considered functionally obsolete, unsafe, has dry rot, and distressed chords and stringers. Rehabilitation of the existing structure would be very costly and would not correct the substandard horizontal and vertical clearances that are now in existence. Maintenance costs would continue to be excessive.

Build Alternatives

The three build alternatives would have two twelve-foot travel lanes and two four-foot shoulders. No sidewalks or bike paths are proposed due to the low population in the area and the low volume of vehicular traffic.

Alternate "A" would have a concrete structure on a new alignment westerly or downstream of the existing bridge. The new alignment would be 30 feet westerly of the north end of the existing bridge with a 32-foot wide by 150-foot long structure. Approximately 0.40 acres of additional right of way will be required on the westerly side to accommodate the new alignment. The estimated construction costs for Alternate "A" are $433,700, not including the right of way costs.

Alternate "B" would have a concrete structure on a new alignment easterly or upstream of the existing bridge. The new alignment would be 35-40 feet easterly of the north end of the existing bridge with a 32-foot wide by 180-foot long structure. Approximately 0.50 acres of additional right of way will be required on the easterly side to accommodate the new alignment. The estimated construction costs for Alternate "B" are $485,130, not including the right of way costs.

Alternate "C" would replace the existing structure with a new 32-foot wide by 160-foot long concrete structure on the existing alignment. The approaches to the new structure from the north and south would be widened to be compatible with the typical roadway section of the new structure. Minimal right of way will be required on the extreme north end of the project to provide adequate turning radius onto the Albany-Lyons Highway. Total estimated construction costs for Alternate "C" are $406,000, not including the additional required right of way costs.

Recommended Alternate

Linn County and the Oregon State Highway Division, after considering the public hearing input, environmental assessments and other related data, recommends that Build Alternate (Alternate "C") be advanced for the Thomas Creek (Jordan Road) Bridge Section of the Jordan County Road in Linn County.

Linn County and the Highway Division further recommends that Alternate "C" be advanced to the final plans stage of the proposal.

Linn County recommends that the sight distance be improved for the curve east of the intersection of Jordan Road on the Albany-Lyons Highway. This may be accomplished by removing the brush and trees and/or removing a portion of the rocky point with the Highway Division's maintenance forces to provide adequte sight distance for the subject intersection.

ENVIRONMENTAL ASSESSMENT

This segment of the study report is a brief summary of the impacts associated with the project alternatives. These impacts include but are not limited to the following: air and water quality; fish and wildlife habitat; and cultural resources. These impacts are fully discussed and evaluated in the Environmental Assessment Draft Section 4(f) Evaluation.

No-Build Alternative

The major impact associated with the No-Build Alternative would involve traffic services or, more specifically, the lack of safe, efficient and economical traffic services. With the imposition of the load limit on Jordan Bridge, log trucks and other heavy truck traffic would continue to use the Hannah Bridge. The continued heavy truck traffic using the Hannah Bridge would hasten the deterioration of that structure.

School buses and fire protection services do not presently use the Thomas Creek (Jordan Road) Bridge. Fire protection services use the Hannah Bridge even though it is a little out of direction because of the load limit on Jordan Bridge. School buses use the Hannah Bridge to bring children to Scio because it is more in direction than the Jordan Bridge.

Air quality will improve for most parameters with all alternatives, including the No-Build Alternate. Lead is the only pollutant that will increase. Approximately a 28-53 percent increase in total lead emissions from the years 1980-2000 is predicted for the build alternatives. This increase is mainly due to the increase in traffic volumes in the study area.

Noise impacts will increase in the future; however, there will be no noise impact since the nearest farm is 400 feet away and there are no other receptors adjacent to the project.

Water quality impacts on Thomas Creek will be minimal since none of the alternatives would require in-water work; however, a slight impact will occur due to runoff from the structure.

Recommended Alternate

The impacts associated with the Recommended Alternate (Alternate "C") are: the conversion of a minimal amount of private property to public right of way; an improvement of traffic services; a decrease in accident potential with the additional width of the new structure; a potential for improvement of air quality from smoother traffic flow; and adverse affect to a National Register eligible structure.

As stated previously, the above impacts are a brief summary of the potential impacts that will accrue from the proposal.

The impacts of the Recommended Alternate will be analyzed further in the Finding of No Significant Impact and Final Section 4(f) Evaluation.

COMMENTS AND RESPONSES

This portion of the report will summarize and respond to pertinent comments contained in the hearing testimony.

Comment No. 1

Wishes to have the bridge restored or salvaged.

Response

Restoration would not respond to the traffic needs. Salvage should not be any problem if some other way is not discovered to use the entire structure.

Linn County and the Oregon State Highway Division have made and will continue to make a considerable effort to publicize the availability of the Jordan Bridge for relocation and restoration. Since the time of the public hearings, the Federal Highway Administration, in consultation with the Advisory Council on Historic Preservation has agreed to advertise the availability of the Jordan Bridge for a period of three months in the Historic Preservation League of Oregon Newsletter. Notification will be sent to larger city governments in nearby counties, and all park and recreation districts and county public works departments throughout the state.

The bridge will be dismantled, match-marked and stored for one year following the above efforts. If the structure is not relocated, Linn County will retain in storage the usable timbers, providing a stockpile for repairs on other county covered bridges.

The Historic Engineering Record will be contacted to determine what documentation shall be required prior to the removal of the structure.

Comment No. 2

Scio wants material from existing bridge to construct a small replica in Scio.

Response

Please refer to the response of comment No. 1.

Comment No. 3

Rebuild the existing bridge strong enough for traffic needs and signalized so that only one vehicle at a time may use the bridge.

Response

These options are not feasible for economical reasons, and do not enhance the traffic flow.

The Thomas Creek (Jordan Road) Bridge original design loading was H-15, therefore, rebuilding would not be feasible because of inadequate original design.

Signalizing could be hazardous at the intersection with State Highway 226.

Comment No. 4

Propose to relocate Thomas Creek Bridge to a site in Albany. Plans were presented to Linn County Commissioners at the hearing.

Response

Linn County will fully cooperate in any relocation proposal.

Comment No. 5

Extend Lulay Road north upstream from Hannah Bridge and intersect with Highway 226.

Response

This is not pertinent to the proposed project; however, it is covered in the hearing transcript.

Comment No. 6

Objects to Mr. Wolleys' proposal of extending Lulay Road to the North. Owns property that would be bisected with this proposal.

Response

Please see response to comment No. 5.

Comment No. 7

Wants to preserve things (Thomas Creek Bridge) that are beautifying in the world around us.

Response

Traffic safety and economics will not permit the preservation of Thomas Creek (Jordan Road) Bridge.

Average daily traffic on this county road is 350 vehicles per day, projected to 450 vehicles per day in the year of 1993. Although the total volume of traffic is low, prior to the reduction in load limit, an average of 28 heavy trucks crossed the structure daily. Primarily logging trucks, school buses and fire protection services have been diverted to the Hannah Bridge with the imposition of the load limit on Jordan Bridge. Such continued use will result in rapid deterioration of the Hannah Bridge.

Restoration of the Jordan Road Bridge would not correct the substandard horizontal and vertical clearances.

Comment No. 8

Need for a channelization on Highway 226 of north end of bridge. Is this going to be included?

Response

This is primarily a State Highway concern and can not be included in the funding for the replacement of the Thomas Creek (Jordan Road) Bridge; however, this problem has been discussed with the State Highway Division. Measures are being considered to improve the sight distance for the subject section.

Comment No. 9

Logging trucks will wreck a concrete bridge when they apply their brakes.

Response

The additional force created by braking on the structure will be included into the design of the new structure.

Card Comment

(G. Buehler) Submitted a pamphlet on Pressure Treated Bridges-Letter to follow.

Response

An informational pamphlet and letter to Linn County.

Card Comment

(M. Campbell) Please save bridges.

Response

Please refer to the responses of comments Nos. 1 and 4.

Card Comment

(C. Lulay) As far as the bridges go, we would like to see both bridges replaced (Thomas Creek and Hannah). As far as Thomas Creek Bridge - tear it down and replace.

Response

Bridge replacement funding has been allocated for the replacement of the Thomas Creek (Jordan Road) Bridge. Hannah Bridge replacement will have to be funded under another contract at a later date.

Card Comment

(L. Neal) I approve of the removal of Jordan's covered bridge for a cement bridge.

Response

Alternate "C" has been recommended to replace the existing Thomas Creek (Jordan Road) Bridge.

Card Comment

(G. Wolford, Jr.) I would prefer to see the Thomas Creek Bridge refurbished and truck traffic rerouted around.

Response

Please refer to the responses to comments Nos. 1 and 3.

Letter A

Covered Bridge Society of Oregon: does not believe all alternatives have been considered. Every effort should be made to restore. Could be rebuilt, strengthened and widened. Look at Chitwood. Covered Bridge Society will make a contribution.

Response

Thomas Creek (Jordan Road) Bridge needs to be able to carry the loads vital to the timber harvest area. Chitwood is not a valid comparison to this situation. Please refer to the response to comment No. 3.

Letter B

Molly Campbell (Oregon Covered Bridge Society) expressed desire to leave the existing bridge in place and to bypass it with a new alignment and structure or to move it to Albany.

Response

Unfortunately no discussion of bypass recommendations occurred at the hearing held for that purpose. It is uncertain whose legal responsibility it would be if the existing bridge were to be left in place and bypassed. Also, the costs of maintenance, who is responsible?

The county is open to any proposal which could move the bridge to another site, so long as funding is provided.

Letter C

Eileen Hergert (Covered Bridge Society of Oregon), if the replacement of Thomas Creek (Jordan Road) Bridge necessary, then adopt Alternate "A" and move the existing bridge to Albany.

Response

Please refer to the Recommended Alternate segment of the study report. Also refer to the response of comment No. 4 and the response to letter B.

Letter D

Bill Cockrell, prefers preservation of the existing structure. Maxine Banks of the Environmental Section of State Transportation Department, thinks that 80% Federal funding is possible as long as the bridge is rebuilt and used in same manner.

Move the existing structure to Scio.

Response

Federal funding is not available to renovate this structure; however, as part of the project, the bridge will be match-marked, dismantled and stored in the Linn County Maintenance yard provided a suitable relocation site has not been established.

Letter E

Scott Pirie states that covered bridges are too attractive and historical to destroy; they should be preserved at great costs if necessary.

Response

Please refer to the response to comment No. 3.

Letter F

Mrs. J. D. Reed is an interested lover of the old covered bridges and wants to spare the Thomas Creek (Jordan Road) Bridge.

Response

Please refer to the responses to comments Nos. 1 and 3.

Letter G

Lindsay-Hayes Inc. would like to reuse the Jordan Road Bridge at a location in the Albany area.

Response

Please refer to the responses to comments Nos. 1 and 4.

Letter H

(G. Buehler) Suggest the use of pressure treated lumber. Compromise the 30-foot width to something else.

Response

Width of the bridge is a function of operational adequacy and any width less than 30 feet is substandard.

HEARING TRANSCRIPT

Ladies and Gentlemen, if I can have your attention, it is time for us to get started. This building has a tendency to echo and we'll appreciate it if you could keep audience visiting to a minimum during the session so our recorder can be effective. It is now after 8:00 P.M. which is the time stated in the hearing notices, so I am sure that from looking at this big crowd that someone saw the hearing notices and got the word and we're grateful that you all came here tonight. Our format tonight will be to have you come up and testify here so that we can get it into the record, if those of you that are going to testify should have filled out the card that you can pick up on the table at the door. If you have something to say, if you want to speak, as a result of what, speak from this card or write on the back of it something if you don't want to speak, but we'd like to know anybody who wants to say anything will have their chance. Even after this hearing's over you'll have 10 days to submit written comments to Linn County, after the hearing. This is all done of course in harmony with federal law and the State Action Plan we have to hold a hearing here and we're grateful to be able to do it. This is a public meeting and we want to be right out in the open with everything here tonight. So, um, we'll have to have you to come up here in order to get it on the record. Now, I'll kind of run through here and explain what we're up to and talk to you a little bit about whatever might involve the right of way and then we'll proceed with your testimony. So, with that I'll go over here to the map (I think you can point that thing higher). As you know, Jordan Bridge is in bad trouble and we're having constantly

We have three alternates, or alternates to propose as such, plus doing nothing, which means letting things stand as they are. We'll talk about that a little later too.

Alternate A is to have approaches taking off right at the beginning of this last curve, go downhill straight across downstream from the first bridge. This would involve buying right of way through here, a little longer structure than the present one, cost estimating around $433,000.00. Alternate B, instead of being downstream would be upstream between the present bridge and the dam. Along here a little longer bridge than the present one. This one would cost without right of way about $485,000.00. The third alternate, Alternate C puts it essentially on the same location. It would be a little bit longer because it would be a little different style of bridge. It would require a little bit of right of way along here which doesn't show up on the maps up here because the fill would be a little bit wider, the road would be wider. The new bridge would be 32' wide. Which would be almost twice as wide as the present bridge, which is 17 1/2. This would require very little right of way, a little bit of flare here for an entrance on Hwy 226. Cost estimate $406,000.00.

The alternates which require right of way, as you can see here, all right of way that's purchased under state and federal law has to be paid for on the appraised value. On just compensation. If you notice on the back table a little blue pamphlet which tells all about the right of way acquisition procedures which have to be gone through under state and federal law for all public, either highway, or other public projects. You can read in there what's involved, and if you have any questions on that, they can be taken to the state right of way supervisor, Doug Luth, Oregon State Highway Department and that's in the East Highway Building, 2960 E. State Street in Salem. And if you're concerned, I know that there's a very minimum amount of right of way, but we want everybody to know really what's involved with it. The telephone number for him there is 378-2641. Do we have any more cards? We'll try to look them over. If we have organizations, we'll try to do the organizations first. Anyone who is representing more than themselves, and then go in alphabetical order from there. Until all of you have had a chance to say anything you really want to say. As I call your name, we'll appreciate it if you'd come up here and sit down and we'd like to confirm the names and addresses and come here and sit and give us your testimony. So, we'll get these here in alphabetical order and proceed. First, for the organizations, representing the Covered Bridge Society of Oregon, Sharon Evans, if you'd like to come up, Sharon.

Evans: Um, OK, I'm Sharon Evans, Vice-President of the Covered Bridge Society of Oregon, and our Society was formed five and a half years ago in the State of Oregon and our primary cause and concern is to try to restore and preserve covered bridges in any way that we can. And, Marvin Saxton of Albany has started the Jordan Bridge fund. He's behind it as a fund raiser, and would be willing to do something to get some fund raising behind the bridge so as to help preserve the bridge. And our society takes the money ourselves too, so we are behind some type of restoration of the bridge.

Willis: O.K. Whatever way... whatever can be done

Evans: Just to salvage it

Willis: Thank you Sharon. Carol Bates, speaking for the Scio Historical Society and the Linn County Lamb and Wool Fair, is that right?

Bates: Yes. I can't talk with my back to an audience but if that's what you want I'll talk with my face to you.

Willis: If you'd like to come up here, you may.

Bates: Yes.

Cooper: Yes. Could you move to the side so they can speak both ways.

Willis: That's fine.

Cooper: How close do you have to be to that?

Neal: Close as possible.

Bates: Is that a little better now?

Neal: Wherever you're comfortable.

Bates: Well that is comfortable right here.

Neal: All right.

Willis: Just a minute Carol, I pulled an oversight here and forgot to introduce my bosses, the three county commissioners so I don't know whether I will be unemployed tomorrow or not. That was Commissioner Cooper that just came up to move the table, in the front row here next to Fred Kildow is Carl Stephani and then Commissioner Vern Schrock. They are here to see the action tonight, so, sorry gentlemen.

Bates: Well, I am secretary of the Scio Historical Society which was formed in 1983 and it's taken us a year to get off the ground but now this year we're doing some things that we want to have Scio put on the map for. We have plans to bring an old railroad depot into town, which is one of our projects and one of the things we've been talking about is the Jordan Bridge and in the case it would have to be torn down, which we hope it doesn't have to be, that it can somehow be preserved, we would like to put in a request for enough lumber from the material that comes down from the bridge to build a small replica in Scio where it would be a tourist attraction so that if everybody came to town we could say "well, here's what the old Jordan bridge looked like", so that's our request from the Scio Historical Society and the Linn County Lamb and Wool Fair Association which tries to keep things so that people will come to town, to Scio. And, by the way, Lamb Fair is next week, May 18, 19, & 20th, but anyway we would just like to have enough boards to make a small replica of the Jordan bridge from the original material. Thanks.

Willis: Thank you very much Carol. We won't charge for the commercial. Fred Kildow.......The founding president of the Covered Bridge Society of Oregon. Right?

Kildow: Right! 1979, Well, you know our purpose Willis, we don't like to see the loss of any covered bridge if there is any chance whatsoever, bypassing them, rebuilding them somewhere, we prefer to have it setting on the spot that its on, they talk about Good Pasture Bridge being such a photogenic bridge, but you come over that hill from Lyons and there's nothing wrong with this one either. Its one of the few bridges that you can see from a main highway as you go by and, of course we know what problems there are with the counties trying to get money to rebuild them, if its possible to rebuild the bridge strong enough, signals to worry about, the single lane traffic grinding up a car or two in the bridge with a log truck, it could be signalized so that there would only be one on it at a time. Lane County figures on rebuilding Good Pasture bridge, bringing it up to a 40 ton load limit, I don't know why Linn County, pretty proud of their bridges here, that, why they can't rebuild Jordan bridge. Thank you.

Willis: Thank you, Fred. Clark Lindsay.

Lindsay: Thank you, sir. I was intending this evening to find out whats to be done with the bridge, whether to relocate it or tear it out or what but what we present to the Commissioners of Linn County is a proposal as an alternate use of the bridge in the event it should be removed from its present site, and rather than taking a little bit of time at this point to give you a dissertation for a proposal, I'll give you a copy of it. My partner, David Hayes and myself, we have kind of a soft spot in our hearts for antiques, our wives also have soft spots for antiques thats why they are with me anyway, and the proposal would be to relocate the bridge into Albany to a site, the particular site at this time is not totally nailed down because it has to be practical economically wise and perhaps some commercial value where the bridge itself can be, pertinent situation, where it can be admired by the passersby and be recognized as the bridge that is was on

Lindsay (cont.): Jordan Creek. I have given some material to the Commissioners and that is what we have to present this evening.

Willis: Thank you, we will look it over and we are looking for ways to save it too.

Lindsay: Very good, thank you.

Willis: Thank you. Leonard Neal. Leonard Neal.

Voice from audience: "He's not here".

Willis: He's turned in a card for the record, hopefully he has a good dissertation on the back of it, so I'm going to make note of that. Mark Wooley.

Wooley: I'm here partly, partly representing myself and partly with Scio Bridge brigade some of you have heard of it before. One thing I was wondering was whether or not the county could consider, looking on the map there is Lulay Road, which, I guess, is also Road 834, you know which...

Willis: Hmmm mm

Wooley: which heads north and intersects with 226 between Hannah and Jordan bridge, talking with some people around here including people on the Road Department, there's some people that think it would make a whole lot more sense to continue, this would involve you know obtaining right-of-way and so forth, extending Lulay Road north, it would involve about a half mile of new road, and a new bridge would be put in between Hannah and Jordan which could be for the , you know, the log trucks and the other heavy trucks. I was just wondering whether the county had ever considered that and if so why that was not considered a good idea.

Willis: I can respond a little bit to that at this time, that isn't necessarily the reason for this hearing, but, yes, the trouble is it does involve significant amounts of right-of-way and relocation of road at a significantly bigger cost as I understand, a preliminary, and I'm only speaking on hearsay now, someone made an inquiry of those property owners and they were most

Willis (cont.): upset. This is all very very informal at this point, there is no real formal investigation so far as I know. One of our biggest concerns was when this occurred our concerns for Hannah Bridge which has to be relieved of those heavy loads pretty quick or it being on the register, we could lose it and also our concerns for liability here became of the situation around the losing of the roof of the bridge and the maintenance is so severe on the thing the potential liability if someone ever gets injured diving off a bridge that you haven't patched a hole in, its enough to give us the shudders.

Wooley: I guess that is what I was wondering is whether, I know the con...Know the bridge isn't in such great shape but I wondered if the concern to the county isn't more the vandalism which is pretty bad. Its obvious that it is, you know, whether it is just the fact that you think there's no hope whatsoever of saving it.

Willis: Maybe down the road in a lot of years, maybe, the bridge itself would have to be virtually completely rebuilt just to stand up for any period of time, not only for loads but just to hold its own dead weight up. As you all know, probably, there's a crutch under each corner at this point which means the bottom chord is broken in two on each end and thats pretty drastic.

Wooley: I guess the concerns people have as I would, I know Shimanek and Bohemian Hall Bridge aren't in the greatest shape either and I don't know if there are still plans to widen the road that they are on as a major truck route which would take those two bridges out too, but there was some talk of it a couple of years ago.

Willis: Well, Bohemian Hall is in deep structural trouble right now, its got half the bottom chord is gone on both sides.

Wooley: How about Shimanek?

Willis: No plans at this time for it.

Wooley: I guess the concern to people around Scio, it seems like the bridges that aren't on the register are all the ones that are closes to Scio, and the ones that people identify with Scio. And it seems like you know looking five, six, eight years down the road we could be in a situation where, um, there's maybe one or two bridges, you know, left right around Scio, which, you know, would be too bad.

Willis: I can understand your fears, but

Wooley: So I guess I'm just wanting to make sure that every option has been considered, including, I know this is probably costing you money and it might not buy you enough time, you know, the kind of time that you need. Um, I just wondered if that had been considered, but I guess what with cost and

Willis: It has been, the funding options are rather poor too. This would be a county funded project completely. It wouldn't be eligible for outside funding because its not on the re-establishing a new bridge situation.

Wooley: Just talking to the truck drivers, they say that the, um, the way it is now, you know, coming down off that hill in the wintertime, and I don't know if any of these plans would take care of that problem, you know, as far as the roads are slick, you can practically slide right onto the highway where as with the other approaches it would be a lot more, you know, level and a lot more straight.

Willis: Really, you're right.

Wooley: So.

Willis: Appreciate your... Are there any more cards? Any more cards? Where's Phil? No more cards. Is there anyone else who wishes to come up and get something into the record regarding anything involving this site? Would you like to come up?

Hubbard: My name is Phyllis Hubbard, Phyllis Hubbard, and I own the property that

Hubbard (cont.): would be bisected by the extension of Lulay Road. And I would like to register a very negative vote. I get such a

Willis: Thank you. I'm sure you may have been the one who had heard some rumors of this and was concerned before that I got the story from, I don't know. Did someone discuss this with you?

Hubbard: Um, as I recall that a Mr. Irving, and I don't know exactly. He lives very near the Jordan Bridge and he notified us of the meeting. But Mr. Robertson had already notified us of the meeting and we were intending to be here for the - anyway, but I do want to register

Willis: Thank you.

Hubbard: great concern and hopefullness that this procedure will not go any

Willis: Thank you Mrs. Hubbard. Anyone else with a suggestion?

Nelson: I'll give you my card.

Willis: Make it official

Nelson: Here's my card

Willis: Oh, thank you, Emil L. Nelson, right?

Nelson: My name is Emil Nelson and I do belong to the Covered Bridge Society. I really hadn't intended to speak tonight but it just seemed to me there was one thing that wasn't going to be addressed by anybody here, probably all the people from...but I was just kinda wondering what value you place upon the health of our society, I think one thing in our society that makes it healthy is the scenery, the view that you see when you travel along and I think that if we continue to tear down the things that do made a healthy environment for our society and perhaps its for selfish reasons people have a tendency to, well, not look for beyond their own gratification and sometimes it takes a sacrifice by all of us. We want to preserve things that are beautifying in the world around us. Thats about all I have to say.

Willis: Thank you, Mr. Nelson.

Lulay: My name's Bill Lulay and one thing that hasn't been brought up yet tonight, I was wondering if when they put the new bridge in are they going to put a left hand turn lane on that road? When you're coming from Lyons and made a turn and there is a big truck behind you you're afraid to pretty near to stop and I was wondering why that couldn't be incorporated at the same time and make a left hand lane turn so you could come into the bridge without stopping traffic behind you. I think thats probably as dangerous a road as you get around here.

Neal: This would be a left turn refuge on the state highway?

Lulay: Yes.

Neal: O.K.

Lulay: I think that as far as safety you know you get coming down and have one of those big trucks right behind you you're afraid to turn there. And also I don't think there's very many people from this area that spoke for putting a new bridge in thats been effected by it. I mean we've lived behind that bridge and we would like to get out and other people, I know they want to save the bridge but you've got to have something that you can travel on and the bridge isn't safe so you got to do something and I don't think the county has the funds that they can support two bridges, one beside the other one so if you can't keep that one you've got to do something but if its saved all you got is the upkeep and the looks and I don't think that we can afford those kind of things.

Willis: Thank you, Mr. Lulay. Anyone else that would like to come up and make a statement into the record? Nobody else has turned in a card that I don't have? Remember you have ten days that you can submit written comments to us anytime. Fred?

Kildow: Are you going to have any discussion this or um there are still a couple of questions that I'd like to have straightened out if we could. For one

Kildow (cont.): thing you know Mark was talking about coming down that hill and how its so it isn't icy............unless you straighten out that hill you're going to have the same thing anyway, whatever bridge you put in there. Same way with these logging truck that come down......they hit that deck and they hit the brakes on that and it'll wreck a concrete bridge just about as fast. But my main concern is, I don't know your roads but is that, is this route through Jordan bridge the only route that you got in this whole area up through these woods?

Willis: Yes.

Kildow: What part of the woods are they working in?

Willis: Jordan Bridge is the only, Jordan & Hannah are the only accesses out of the Thomas Creek timber shed.

Kildow: What's the matter with Thomas Creek road?

Willis: Thomas Creek Road?

Kildow: Yeah.

Willis: How far does it go?

Kildow: Well, I don't know how far it goes but I stopped, & got up in there quite a ways and the thing split off three different directions so I said "well, I'll just go ....but you wouldn't want to come through the bridge at all if you take that road.

Neal: I'm not familiar enough with the timber property behind the Jordan area, maybe Mr. Lulay or someone thats familiar with it can answer your questions but I do know that since I've been with Linn County the majority of the timber for this particular area impacts one or two of those bridges and then of course we have Thomas Creek to the north.

Kildow: The only reason for that is because thats the way its been for 50 years. Maybe a little link on one of these other roads up here would bypass them all together.

Neal: I can't answer your question.

Kildow: Well, I... I don't know either because I was looking at my Linn County map and it seems to go back up in there considerable distance and it looks to me like if its possible its a much closer route out of there.

Willis: You'll find its terminating in private roads up there, Fred, not open to the public

Kildow: Well, they are logging roads, aren't they?

Willis: Yeah but they are not open to the public, on private timber land.

Kildow: Who owns the timber?

Willis: Well there is several of them up there, I can't speak for all of them. Willamette has some, Timber Services is another one, but its private timber which doesn't necessarily mean its a public road, it means its not a public road.

Kildow: Oh no, it isn't public I wouldn't doubt or think that it was a public road, it would probably be all forest roads but I see no reason why they can't get together and develop even if they have to build a little more road to get onto it. I don't know. Do you have a map that shows that area?

Neal: I don't have anything with me.

Willis: Map that shows only county roads, we don't have maps.

Neal: Maybe one of these gentlemen in the audience can answer your question.

Lulay: No, no access, in the Blue Creek area that they come from

Kildow: Well the Blue Creek, is that the area that they are logging mainly?

Lulay: Blue Creek mainly, that's its majority...there's no way you can go back our cross other bridges.

Kildow: Why? Is there a canyon or something, big canyon in between them?

Lulay: No, its way up the hill, clear up on top of the hill.

Kildow: How far back up in the woods are they, are they logging?

Lulay: ....down here you'd have to haul back up 8-10 miles and

Lulay (cont.): come back down and you can't pull a truck up there, a truck couldn't get up there. ....two different watersheds, there's two different water sheds you would run into. Two different drainages.

Kildow: Well thats what I was wondering because when you come to the Linn County Metzger map, you know they're always so good anyway, so its the only one I've got to go by. It did show them connecting all through there.

Willis: Does that answer your question pretty well?

Kildow: Yeah.

Willis: Anything else? Thank you. Any other questions? Any more cards filled? Well, if we haven't any more discussion, I guess we will declare the meeting adjourned.

A

The Covered Bridge Society of Oregon

Preserving Oregon's Heritage for the Future

P. O. Box 1804
Newport, OR 97365
May 12, 1984

Linn County Road Dept.
3010 Ferry St.
Albany, OR 97321

Re: JORDAN COVERED BRIDGE

Dear Commissioners Stephani, Schrock, and Cooper:

I was in attendance at the public meeting on Jordan Covered Bridge last Wednesday.

As a representative of The Covered Bridge Society of Oregon, we are concerned that Jordan Covered Bridge be preserved and restored. Too many of Oregon's covered bridges have been lost each time losing some more of our state's unique history.

The East Coast has been very instrumental in preserving its past saving covered bridges hundreds of years old. Jordan Covered Bridge is a mere 47 years old. Surely, we cannot let it go by the wayside!

I don't believe all alternatives have been given justifiable consideration. From the mood at the public meeting I felt that the officials present were in favor of Alternate C. Whenever I spoke of preserving the bridge, I was told I was biased and not a Linn County taxpayer. One official referred to Linn County covered bridges as 10 eyesores for the county.

Linn County's covered bridges are for all to enjoy. Their unique design is so appealing and Jordan's scenic location makes it a photographer's delight. Every effort should be made to preserve and restore Jordan Covered Bridge. With modern technology it could be rebuilt, strengthened and even widen. Look what was done to Chitwood in Lincoln County. Only two of her original timbers were used.

Therefore, The Covered Bridge Society of Oregon is in favor of restoring Jordan Covered Bridge at her present location using modern technology to overcome the obstacles of modern day age. We would be willing to make a contribution to this effect and also be instrumental in fundraising for Jordan Covered Bridge.

Please don't let another of Oregon's covered bridges go down in defeat because of apathy and lack of concern of Oregon's historic covered bridges. Let Linn County be instrumental in saving Jordan so that generations to come will know what a covered bridge is not was!

TO SAVE OUR COVERED BRIDGES,

Sharon E. Evans

Sharon E. Evans
Vice-President

E

Dear Linn Co. Commissioners, 5/12/84

I'm not a county resident, but I am a concerned native of Oregon. I know I have very little say in the salvage of the Thomas Creek (Jordan) covered bridge but after I rode down the hill passing [illegible] of the bridge after the public hearing yesterday evening I was inspired to write my letter of vote!

If it at all possible, please save the bridge by either by [illegible] it at its present location or let it be moved to the Albany site that was suggested at the hearing.

Yes, it is understood that [redacted] truckers and heavy traffic loads do need a sturdy bridge to cross and it is not a good sight to see when such a large truck does approach a covered bridge.

With the success of re-building the Chitwood Bridge in Lincoln Co. this past winter, other Oregon bridge challenges must be met when in need.

Some of Linn Co. residents are blinded by the beauty that it renders, but please dont let your decision [illegible] the community of its true treasure.

Thank You,
Molly Campbell
1446 N.E. Sandy Blvd.
Portland, Oregon 97220
(Oregon Covered Bridge Society)

c

The Covered Bridge Society of Oregon

Preserving Oregon's Heritage for the Future

May 14, 1984

Linn County Commissioners,

After attending the hearing on Jorden Covered Bridge on May 9, I now realize that your minds were made up before the meeting ever started. Ifeel sorry that you and the residents around the area do not realize the treasure you have standing before you.

I write only to urge the adoption of plan A, seeing that it is only a few thousand dollers more than plan C. The history of Oregon and the beautiful bridge should be saved for future generations.

Knowing that the fate of this bridge is out of my hand, I strongly voice my second opinion that the bridge be relocated, as in Albany as was suggested. If this is the only alternative that you can offer our Society, then we will settle for that decision.

Please consider the damage you will be doing to Oregon's heritage and to the many travelers who visit here just to see these magestic pilars of the past. It seems you are destined to destroy all the covered bridges in Linn County. This is a sad train of thought. Hopefully you will be less adament and take pity on the next victim of destruction.

Thank you for hearing my opinion.

Sincerely,

Eileen Hergert
Eileen Hergert
11416 N E Sandy Blvd
Portland, Or 97220

D

May 16, 1984

Willis Grafe
Linn County Road Department
3010 Ferry St. SW
Albany, Or 97321

Dear Willis

I am writing concerning the destiny of the Jordan Coveryed Bridge. Although few of us want to see the bridge removed from its present location, most of prefer some level of preservation for the old structure.

After some discussion with local residents and Maxine Banks of the Environmental Section of State Transportation Department, I believe a relocation of the bridge is a possibility. Maxine still thinks thinks the 80% Federal funding is possible as long as the bridge is rebuilt and used in some manner. It would also be necessary to coordinate the timing of the dismantling, repairing, and moving of the old structure with the building of the new one for funding purposes; as well as planning purposes.

If the community of Scio will agree, some agreement is present that a site near the Scio Middle School on NW Beech near 1st Avenue be set aside. This would allow school children access across Thomas Creek.

The local 20% funding might be reduced in real dollar terms from volunteer labor, trucking, and materials. Also fund raising activities could begin at once.

Many of us prefer this option over that of using the materials from the bridge in scale models or using the bridge for private commercial ventures.

Thank you for your consideration.

Bill Cockrell

Bill Cockrell

RECEIVED MAY 22 1984

2031 N.W. 17th
Albany, Ore 97321
May 19, 1984

Linn Co. Commissioners
Linn Co. Courthouse
Albany, Ore. 97321

DATE ____
VERN ____
CARL ✓
FILE ____
✓ Neal

Gentlemen.

I do not now pay taxes in Linn County but as an Oregonian and as an ex-Linn County resident I must express my concern about the apparent lack of official concern about the preservation of Linn Counties remaining covered bridges.

Covered bridges are too attractive and historical to destroy. They should be preserved at great cost if necessary.

When a unique structure like a covered bridge is destroyed we loose some of our heritage, and our desendants are poorer.

Sincerely

Scott Pirie

May 20, 1984

Carl Stephani, Chairman
County Commission
P.O. Box 100
Albany, Oregon 97321

Dear County Commission Stephani,

As an interested lover of the old covered bridges I want to encourage you to do what you can to save the Jordan Covered Bridge.

These beautiful old covered bridges are a part of our heritage and along with the other covered bridges in you county are used and enjoyed by many, many people. I'm sure they draw many tourists to you area. I frequently drive out of town and out of state guests to your county just to see the lovely bridges.

Anything you can do to help will be most appreciated. Thank you.

Sincerely

Mrs. J. D. Reed
422 C Ward Dr. NE
Salem. Oregon 97305

LINDSAY HAYES, INC.
Investment and Finance
David Hayes
ce President
926-5396
P.O. Box 1446
1109-A 9th S.E.
Albany, Oregon 97321

& ASSOCIATES
A. I. A.
ON, WASHINGTON

210 ELLSWORTH STREET
ALBANY, OREGON 97321
TELEPHONE 503-926-2263

May 7, 1984

LINDSAY - HAYES, INC.
1109 A - 9th Avenue, S.E.,
Albany, Oregon 97321

Re: Re-Use of the Jordan Bridge

Dear Mr. Lindsay and Mr. Hayes:

At your request, we researched the various possiblities for the Re-Use of the Historic Covered Jordan Bridge on Thomas Creek in eastern Linn County.

On April 3rd, we made a physical inspection of the Jordan Bridge. It is a beautiful old covered bridge, which was constructed in 1937. The structural capacity and adequacy as a highway bridge is very questionable. The bridges weight capacity has, already, been lowered to "5-Tons", see posted signing on the bridge. Major deterioration of certain structural elements were evident. Some emergency reapirs have already been executed by the Linn County Roads Department.

Further, we discussed our thinking for the Re-Use of the Jordan Bridge with Mr. Willis Grafe, Linn County Engineer, and Mr. Steve Bryant, Albany Planning Director. They were both enthusiastic about our proposal to save the bridge. Mr. Grafe has researched many other possibilities to save this bridge, to no avail. Please read the attached publication entitled, "Environmental Assessment, Draft 4(f) Evaluation, THOMAS CREEK (JORDAN) BRIDGE REPLACEMENT, County Road, Linn County, Oregon", dated 3/12/84, by the Federal Highway Administration and Oregon Department of Transportation.

I believe, that a proposal such as ours is the only remaining feasible means to "save" this historic covered bridge from eminent destruction.

Our recommended proposal shall include, but is not limited to the following:

1.) The "bridge" be dismantled and catalogued piece by piece.

2.) An acceptable "site" be found in the Albany Area, see our Proposal #1, drawing attached.

3.) The "Bridge" be re-assembled (and repaired) in as near as possible to the original condition.

4.) The "Re-Use" of the bridge be compatible with the character of the original bridge and the present Zoning and Land Use of the new site.

5.) The Re-Use be "economically feasible" to assure the continued preservation of the bridge.

We are pleased to have this opportunity to assist you with the saving of this old covered bridge.

Sincerely,

David Francis Costa, Jr.

DFC/mah

39830 Echo Hill Road
Scio, Oregon 97374
May 16, 1984

Linn County Road Department
3010 Ferry Street
Albany, Oregon 97321

To whom it concerns:

The pamphlet regarding the replacement of a covered bridge in Pennsylvannia by utilizing pressure treated lumber was left at the meeting by myself.

Six years ago or so, when you folks had a public hearing in Albany about the covered bridges there was a speaker from Oregon State University who was an expert in wood preservation who gave a talk and slide show extolling the benefits of pressure treated wood.

I was late for the meeting at Jordan due to a conflicting meeting but I understand that all three alternatives estimate cost at $400,00 plus each.

In the last six years has anyone worked up any estimates for a pressure treated timber bridge? Aside from the fact that you need the roadway to be thirty feet wide for practicality; ie emergancy vehicles, large farm equipment, etc; what is a compromise between the existing road width and your ideal and the cost on building a covered bridge on the same spot using modern methods?

The school children who have worked in the Scio area on the "save the bridge" campaign deserve consideration. The utilitarian approach being taken by the county and state personnel is tunnel-vision. The feelings I experience by using, seeing, and appreciating the Jordan Bridge are shared by many. How come the thought processes that allowed the Shimanak Bridge to be rebuilt on the same spot four or five times since 1860 are not being used now? If pressure treated lumber had been used in 1965 the bridge would not be in worse shape than some of the 1920's covered bridges.

Covered bridges are a birthright of the people. There are intangible points that need to be considered if the will of the people is to be respected.

Sincerely,

Gary Beelke
AND FAMILY

Letter too late for record

MAYOR
WANITA HAUGEN
RECORDER
JOYCE MORSE
MUNICIPAL JUDGE
JOANNE BILYEU
LIBRARIAN
MRS. OLGA SHELTON
WATER-SEWER SUPT.
VANNIE SHELTON

City of Scio

INCORPORATED OCT. 24, 1866
PHONE 394-3342
P. O. BOX 37
Scio, Oregon 97374

COUNCILORS
STEVE ELLIS
MARY VAN AGTMAEL
DAVE CARDWELL
LEE SHINDLER
RICK YOUNG
KEN MULKEY

May 23, 1984

Dear Willis,

Mark Woolley reminded us that the City of Scio is supposed to write a letter to you concerning the Jordan Bridge.

He wanted us to ask what the cost is to tear down the bridge and re-assemble it somewhere here in Scio.

Perhaps it is too late to be talking about this but Mark is very concerned about the bridge getting torn down.

If any other letters have come to you that repeats this inquiry please disregard this one.

Too, I want to renew the request I made at the Jordan hearing about the Scio Historical Society obtaining enough lumber to build a small replica scale model of the bridge. We would use it here in Scio for exhibition purposes.

Please let us know what you can about these requests.

Thank you for any and all consideration.

Sincerely,

Carol Bates

Carol Bates
Recorder Pro Tem
City of Scio

The Covered Bridge Society of Oregon

Preserving Oregon's Heritage for the Future

P. O. Box 1804
Newport, OR 97365
May 12, 1984

RECEIVED
1 [illegible]

Mr. L. B. Day
State Senator
P. O. Box 3048
Salem, OR 97302

Dear Senator Day:

I don't know if you are aware that Jordan Covered Bridge's fate will be decided on May 23, 1984, by the Linn County Commissioners.

A public meeting was held last Wednesday, May 9, 1984. It was held at Our Lady of Lourdes School on Jordan Road. Public testimony was given at that time.

The Covered Bridge Society of Oregon urges your support to save this historical structure since it falls within the district you serve. We felt that there was apathy on the part of the public officials present. Lincoln County last year was instrumental in saving Chitwood a bridge much older than Jordan, and the East Coast has saved many covered bridges over 100 years old.

Please do your part so that Linn County's covered bridges will not become a thing of the past. Written testimony will be accepted by the Linn County Commissioners up until May 23, 1984.

TO SAVE OUR COVERED BRIDGES,

Sharon E. Evans
Sharon E. Evans
Vice-President

L. B. DAY
LINN, MARION & POLK COUNTIES
DISTRICT 16

REPLY TO ADDRESS INDICATED.
☐ Senate Chamber
Salem, Oregon 97310
☐ P.O. Box 3048
Salem, Oregon 97302

OREGON STATE SENATE
SALEM, OREGON
97310

RECEIVED MAY 16 1984

May 15, 1984

Mr. Carl Stephani, Chairman
Linn County Commissioners
P. O. Box 100
Albany, OR 97321

Dear Mr. Stephani:

Attached you find a copy of a letter from The Covered Bridge Society of Oregon urging my support to save the Jordan Covered Bridge.

For this reason I am writing you asking that you give due consideration based on your financial limitations for preservation of this historical structure.

As a public official it is not always easy to be all things to all people and I certainly share this.

The purpose of my letter is if at all possible if consideration can be given to this request, many thousands of people will benefit by your action.

Sincerely,

L. B. Day

LBD:dc
Enclosure

cc: Sharon E. Evans

LINN COUNTY BOARD OF COMMISSIONERS

DAVE COOPER
Commissioner

VERNON SCHROCK
Commissioner

CARL J. STEPHANI
Commissioner

Linn County Courthouse
P.O. Box 100, Albany, Oregon 97321
(503) 967–3825

WILLIAM L. OFFUTT
Administrative Officer

May 21, 1984

The Honorable L. B. Day
Oregon State Senator
P. O. Box 3048
Salem, OR 97302

Dear Senator Day:

Thank you for your letter of May 15, transmitting the Covered Bridge Society letter and expressing your interest and concern over Jordan Bridge.

Linn County has ten covered bridges, of which five have been placed on the National Register of Historic Sites, and which this Board of Commissioners has committed itself to preserve at any reasonable cost.

The remaining five not on the register, of which Jordan is one, are integral parts of county arterial roads and were designed, when new, to carry loads significantly smaller than now legally allowed.

Jordan Bridge has deteriorated through age, rot, insect damage, and vandalism to a point where it has become necessary to limit it to five ton loads, which is to say it will support very little more than its own weight.

We appreciate your understanding of our fiscal and other problems as expressed in your letter and can assure you much thought and consideration will go into the final decision in this matter.

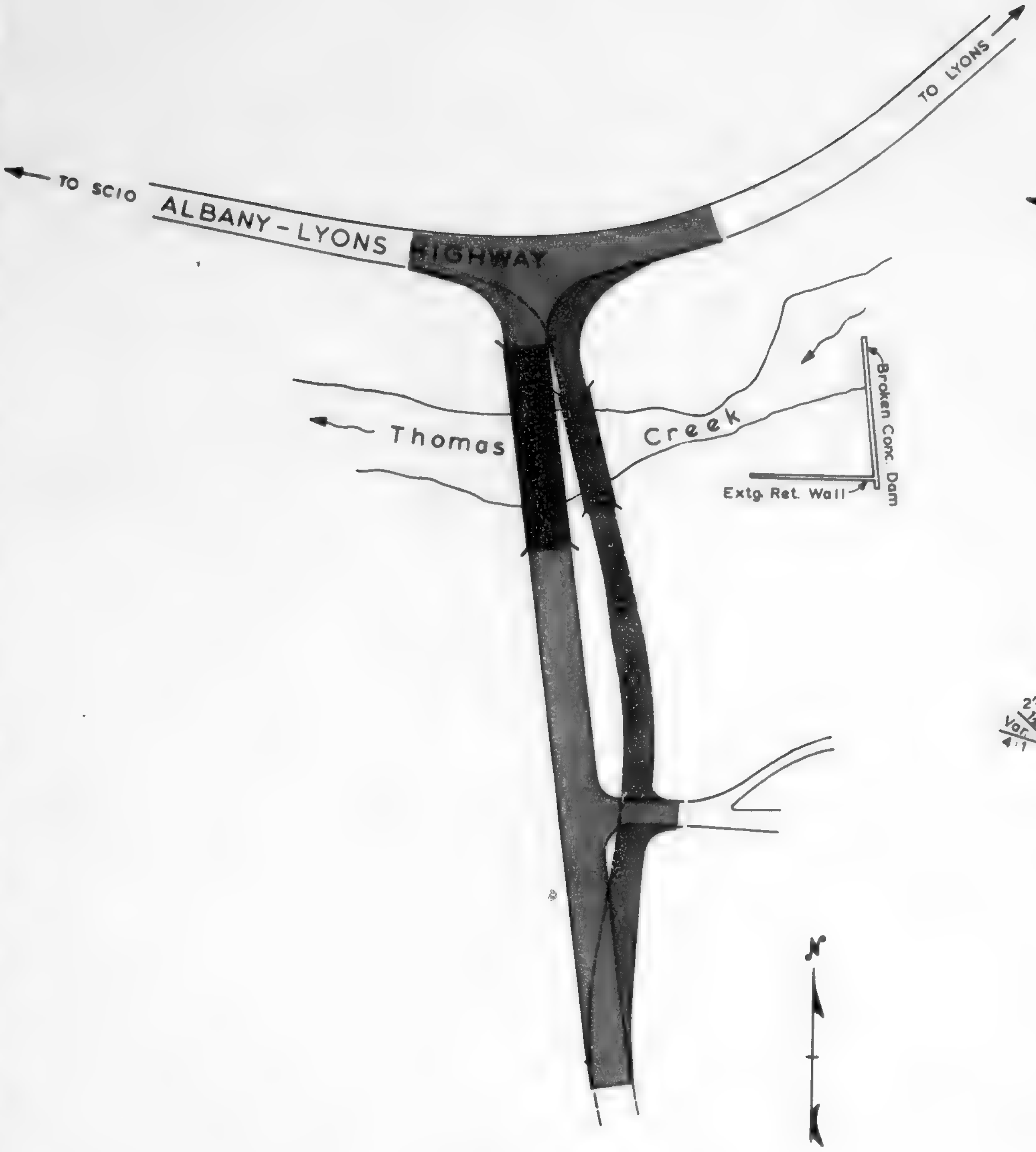
Sincerely,

LINN COUNTY BOARD OF COMMISSIONERS

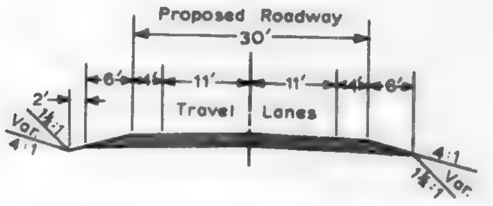
Carl J Stephani
Carl J. Stephani, Chairman

Vernon Schrock
Vernon Schrock, Commissioner

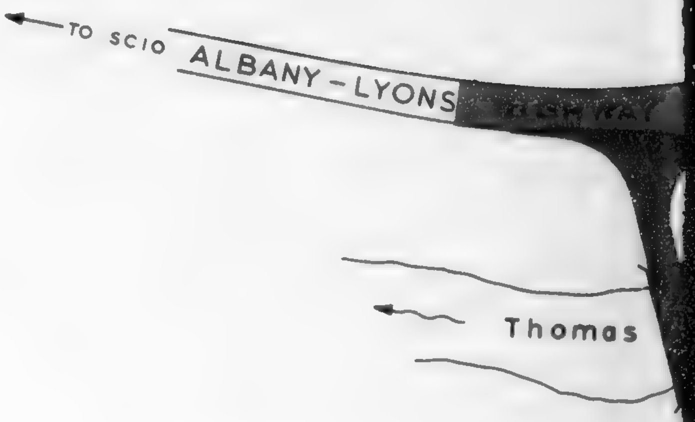
David O Cooper
David O. Cooper, Commissioner


TO SCIO
ALBANY-LYONS HIGHWAY
TO LYONS
Thomas Creek
Broken Conc. Dam
Extg. Ret. Wall
N

ALTERNATE "A"

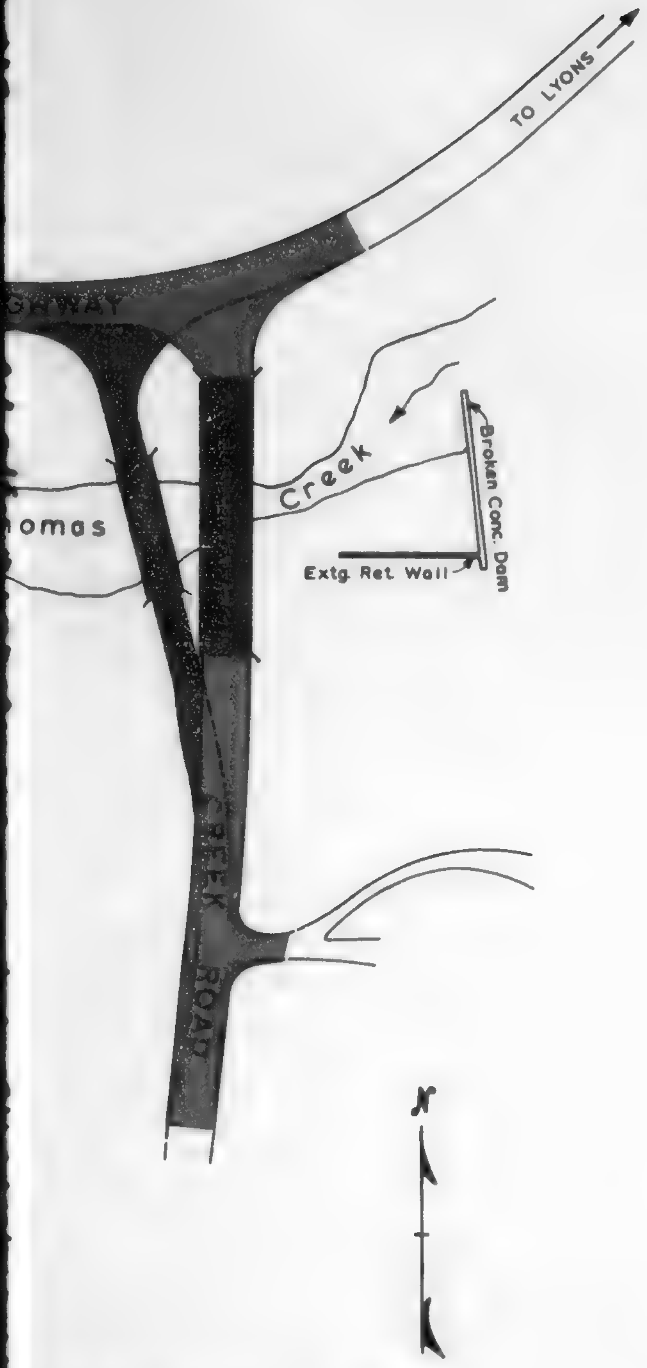

Proposed Roadway
30'
2'
6'
4'
11'
11'
4'
6'
Travel Lanes
Var.
1½:1
4:1
4:1
1½:1
Var.

TYPICAL SECTION

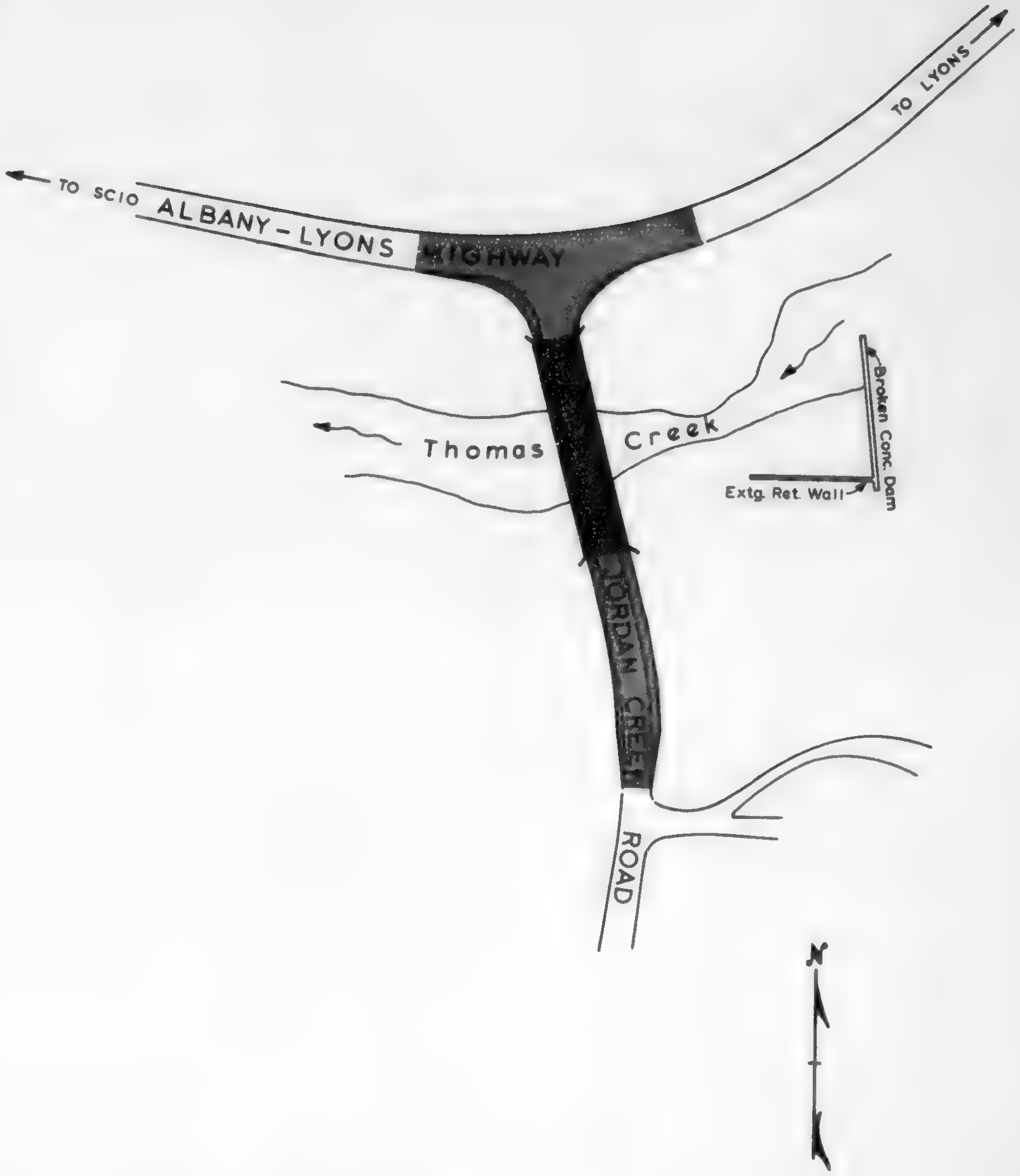

TO SCIO
ALBANY-LYONS
HIGHWAY
Thomas

ALTERN

OREGON DEPARTMENT OF TRANSPORTATION
CORRIDOR/DESIGN HEARING MAP
THOMAS CREEK (JORDAN ROAD) BRIDGE SECT
JORDAN COUNTY ROAD
LINN COUNTY
1984


TO LYONS
GHWAY
Creek
homas
Broken Conc. Dam
Extg. Ret. Wall
CREEK
ROAD
N

TERNATE "B"


TO SCIO
ALBANY-LYONS HIGHWAY
TO LYONS
Thomas
Creek
Broken Conc. Dam
Extg. Ret. Wall
JORDAN CREEK
ROAD
N

ALTERNATE "C"

SECTION

LEGEND

■ STRUCTURES
■ NEW ROADWAY
▨ ROADWAY REMOVAL

1985 Thomas Cr.(Jordan Rd.)Sec, 10.032
Jordan Rd. S.E. of Stayton
(grading, paving & structure) #1

C+A 6981 7-30-79
5-11-83

C+A 6855 1-2-79

Con 19-1

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE
Salem, OR 97301

NOTED
H. S. COULTER

April 11, 1984
IN REPLY REFER TO
HFO.2-OR

RECEIVED
STATE HWY ENGR
APR 16 '84
REFER TO
cy Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Advisory Council on Historic Preservation
Western Division of Project Review
730 Simms Street, Room 450
Golden, CO 80401

Gentlemen:

Oregon Project SOS-2200(2)
Thomas Creek (Jordan) Bridge
Linn County, Oregon

We are submitting cultural resource documents for the Jordan Bridge replacement project. Enclosed you will find a copy of the (1) Environmental Assessment and Draft 4(f) Evaluation, (2) the Cultural Resource Report, (3) the Finding of Effect and Preliminary Case Report, and (4) the Determination of Eligibility Request prepared for this project. These documents have been prepared by the Oregon Department of Transportation. The Oregon State Historic Preservation Officer's concurrence with the findings is included with the Cultural Resource Report.

We ask that you initiate the consultation process required under 36 CFR 800.6. While there are presently three build alternatives under consideration, all alternatives have identical adverse effects on the Jordan Covered Bridge. The timely conclusion of the consultation and a Memorandum of Agreement will allow the project to advance promptly. Currently the weight limits on the Jordan Bridge are resulting in increased heavy truck use of the National Register listed Hannah Bridge. Implementation of the proposed bridge replacement will redirect this traffic to the Jordan Road crossing, extending the life of the Hannah Bridge.

To assist in arriving at a Memorandum of Agreement, proposed mitigation measures for your review are listed at the end of the Case Report. Please inform us of your views at your earliest convenience.

Sincerely yours,

Original Signed By
ROBERT B. HATHAWAY
Asst. Division Administrator

Dale E. Wilken
Division Administrator

Enclosure

cc:
OSHD (H S Coulter)
OSHD (D O Christensen)
OSHD (C M Gilmour)
OSHD (D Powers)

[illegible]

INN COUNTY ROAD DEPARTMENT

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE
County Engineer

RECEIVED
TECHNICAL SERVICES
DEC 27 '83
REFER TO
FOR
Info Immed R/D L/M Sign Act File

December 16, 1983

Cameron M. Gilmour, Manager
Environmental Section
Room 412 - Transportation Building
Salem, Oregon 97310

Re: Thomas Creek (Jordan) Bridge
Linn County Road #829

NOTED
E. S. HUNTER

Dear Mr. Gilmour:

We are continuing our efforts to mitigate the possible environmental loss of subject bridge, and will take this opportunity to acquaint you with our efforts to date.

First, we were hopeful that the City of Albany, through their Parks Department, might see fit to utilize it at the mouth of the Calapooya River as a connection between two urban parks. Upon consideration of the size, weight, and seriously deteriorated condition of the structure, however, the City Council, on November 30, 1983, chose not to accept our offer.

The Covered Bridge Society of Oregon has been constantly advised of the progress of things and condition of the bridge. On Friday evening, December 9th, at a meeting of the membership on the occasion of their fifth anniversary, approximately fifty people attending, I made a presentation to them, advising them of the current status of things and solicited suggestions, recommendations, and comments regarding any alternatives to loss of the structure. After some discussion, the consensus was that, if it could no longer be serviceable at its present location, no other feasible use could be identified.

Also present at the meeting of December 9th was Mr. Mark Wooley, a teacher at Scio Middle school, who in 1977-8 was instrumental in organizing the "Scio Bridge Brigade", a group of his students. He advised me the "Brigade" members were all of college age and had mostly left the area. No similar organization now exists, but we have, nevertheless, made plans for a meeting with his classes some time in January to discuss the whole matter of the covered bridges of Linn County.

On December 14th, I met with Mr. and Mrs. W. J. Kelly at there home at 37862 Kelly Road, Scio, to further discuss the resolution of the bridge problem. Mr. Kelly has been president of the Linn County Historical Society for eleven years and Mrs. Kelly has been secretary for 25 years.

Mr. & Mrs. Kelly are well cognizant of the concerns of their members regarding the status of the covered bridges in the county and the importance of retaining them as a desirable legacy. Upon lengthy discussion and soul searching, they were unable to suggest any way to preserve the bridge at its present site or any location to which it might conceivably be moved.

As you can see, our efforts to find a replacement site are not bearing much fruit, even with the help of the local Covered Bridge and Historical Societies.

Even given the resources, the utilization of the structure at an alternate site would be beset by serious problems, primarily structural. Any reconstruction would require the replacement of a significant number of the critical components (chords, diagonal compression members, floor beams) and the age of members yet appearing sound would mean they would need to be critically examined before re-use.

Leaving the bridge in its present position and bypassing it has been suggested, as we were able to do with Weddle Bridge. This site and the condition of the structural members present a quite different set of circumstances than was true at Weddle. In the first place, we have already performed emergency repairs to the point of even providing stiffleg struts transmitting the total load to the streambed at the southwest and northeast corners to allow maintaining even a five ton load limit. We have effectively removed the load from the major diagonal on these two corners because of deterioration of the wood at the abutments and in the chords. To guarantee it would still support its own dead weight for any significant period of time if left in place would be highly speculative. The struts on the diagonal corners are inside the piers and vulnerable to flood damage and, as such should not be considered to be useful for any extended period of time. In addition to the above structural concerns, each summer the high divers tear large holes in the metal roof to allow access to the eaves as a diving platform approximately 35-40 feet above the water. Linn County is very reluctant to continue to accept the potential liability which this situation creates.

As you probably know, Linn County has a total of ten covered bridges of which five are on the National Register. Our bridge crew is experienced in repairs to these structures and we are put to substantial expense each year to keep them in usable condition. Timbers suitable for use are increasingly difficult to obtain, even in this timber country, and we keep a stockpile of them available so our response time can be minimized. We would propose to salvage the usable timber from disassembly of Jordan Bridge and provide covered storage for it in our Albany yard, with an end in view of utilizing it on our other bridges. In this way we could at least consider that some remaining service life could be gained from loss of this structure.

Hannah Bridge, in Township 10 South, Range 1 East, Section 9, approximately 3 miles downstream from Jordan, is one of the five bridges on the Register. Only those two bridges provide access across Thomas Creek for a large timber shed. At this point only Hannah is able to take loads over 5 tons, which places upon it the burden of logging traffic for its whole area. We have, within the last three years, repainted, reroofed, and done a significant amount of work on its structural features to reasonably provide for a longer life expectancy. We are becoming increasingly concerned as time goes on, over the continued use by Hannah of heavy loads which may render it, too, beyond salvation. These bridges were originally designed for H-15 loading, which was for loads less than todays legal loads, and they are in somewhat less than new condition.

We feel that, looking at the larger picture, we must view the expediting of replacement of Jordan bridge as mitigation of damage to and the possible only way to save Hannah Bridge, and we urge that the time necessary to complete the environmental studies be shortened and the whole project be placed on the fastest possible track, lest we lose not one but two bridges in the process.

Thank you for your early consideration of this urgent matter.

Sincerely,

Willis R Grafe

Willis R. Grafe
Linn County Engineer

WRG:bms

cc: E.S. Hunter
Dale Wilken
C.O. Fredrickson
Walt Hart

10,832

INN COUNTY ROAD DEPARTMENT

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE
County Engineer

REGION 2 ENGINEER
RECEIVED
DEC 0 5 1983
☐ RLE ☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ULE ☐ GEO ☐ PSO ☐ ENV
S
TAA

December 2, 1983

Mr. Phil Stearns
Region Federal Aid Specialist
2960 East Highway Building
Salem, Oregon 97310

Re: Thomas Creek (Jordan)
Bridge - #12958, County
Road #829

Dear Mr. Stearns:

On January 11, 1983, we submitted an application for HBR funding for subject project, citing the significant deterioration of critical structural members and substantial maintenance costs.

The P. E. and Construction-Finance Agreement was granted on May 13, 1983, and work has proceeded since that time.

We are aware that Jordan Bridge, solely by being covered, is eligible for inclusion on the historic register, and that complicates the project development process.

Of more and more serious concern to us as time runs on is that Hannah Bridge, approximately 3 miles downstream from Jordan Bridge on Thomas Creek, has, since the necessity has arisen to post Jordan for 5 tons some months ago, been required to carry all the timber harvest and farming traffic from the Thomas Creek watershed.

Hannah Bridge, as you may know, is on the National Register and we are committed to retaining it as long as reasonably possible. We have in the past three years repainted, re-roofed, and done a significant amount of improvement work to its structural features to assure a longer life expectancy. The continued need to carry the heavy loads over Hannah bridge, made necessary by delays in replacing Jordan with a modern structure, may well in the next few months result in structural distress which cannot be adequately arrested or repaired and will ultimately cause loss of the structure in the foreseeable future.

As you will find in the correspondence, we have placed supports under chord points on Jordan which, if removed, would result in the necessity to close the bridge to traffic, which would surely call for some sort of emergency action. Even the five ton posting should be adequate for us all to generate a sense of urgency in this matter.

PROGRAM SECTION
MANAGER AC PROJECT UNIT S W
DEC 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ~~Dick~~ Local Programs
FOR ______

Send
cc: Walt Hart
Cam Gilmour
12-7-83

July 6, 1983

PRO-ACC

Willis GrafX
County Engineer
Linn County
3010 Ferry St.
Albany, OR 97321

Dear Willis:

SUBJECT: Thomas Cr. (Jordan) Br. Section)
SOS BR03-2200(2)
Revised Preliminary Engineering Cost

We have received Federal Highway Administration approval to jointly finance the environmental phase of the subject project using Safer Off System and Highway Bridge Replacement funds; and, approval of the Plans, Specifications and Estimate phase will be forthcoming upon Federal acceptance of the environmental documents.

We have accordingly revised our estimated preliminary engineering cost:

Est. Cost P.E. Field Phase	$32,350
Est. Cost P.E., P.S.&E. Phase	18,600
Total Est. Cost P.E.	$50,950
Less: Federal SOS Funds	(21,442)
Federal HBR Funds	(20,760)
County Share of Est. P.E.	$ 8,748
Less: County Advance Deposit (12-28-78)	(3,558)
Balance Due from County	$ 5,190

The County should now submit an advance deposit in the amount of $5,190 for its share of the revised P.E. cost. You may use one of the three options for payment described in the attachment.

Very truly yours,

**ORIGINAL SIGNED BY
GARY A. POTTER**

Gary A. Potter, Manager
Program Section

KEH:pf
Attachment
bcc w/AD # 83-49: Phil Stearns, Region 2
Vern Skoog - Please return completed AD #83-49
when advance deposit is received.

rll/

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SOS-BROS-2200(2)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Linn

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 90040

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 6/10/83

8. FEDERAL ROUTE NUMBER Non Federal aid

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION: Thomas Creek (Jordan) Bridge Section

11. GENERAL DESCRIPTION OF WORK Program change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program change

13. REMARKS

As requested by Mr. Potter's letter of 5/25/83 I approve the program change adding appropriation code ~~[illegible]~~ 114 and changing project number to SOS-BROS-2200(2).

Also, as requested, I approve the revised preliminary engineering cost to a TEC of $32,350 Federal Funds $26,745.

(Increase TEC $17,350 Federal Funds $13,880 Appn Code 114)

RECEIVED
STATE HWY ENGR
JUN 17 '83
REFER TO Potter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Orig
6/17

14. DATE 6/10/83

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:

PRO 6-2

Date: May 25, 1983

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 90040
Project No. SOS-2200(2)
Thomas Creek (Jordan) Bridge Section
Linn County

I request your approval of a program change to joint finance the subject project utilizing bridge replacement funds Appn Code 114 to supplement Safer Off-System Roads funds Appn Code 680 funds. This change is necessary since insufficient funds are available in Appn 680 funds to cover the estimated increase in preliminary engineering costs necessary to complete the required einvironmental document and bridge design costs which were previously not included in the project.

I further request approval of the estimated increase in preliminary engineering costs as indicated on the enclosed copy of Survey Authority No. 3.

5-27-83 To be revised to reflect 21444 FF from SOS Appn Code 680.

KE Hosby

Form 734-3122

Approval of the program change requested above will require the following revisions in project data and financing:

1) Appn Code --------- Add 114.
2) Project No. ------- Change to read SOS-BROS-2200(2).
3) Financing ---------

	Appn Code	Total Cost	Fed. Funds	Pro-Rata
P.A.	680 405	$ 15,000.00	$ 12,865.00	85.77%
PS&E Preparation	114	10,000.00	8,000.00	80.0%
Additional				
Field Phase	114	17,350.00	13,880.00	80.0%
PS&E Preparation	114	8,600.00	6,880.00	80.0%
Total		$ 50,950.00	$ 41,625.00	

Enclosed also are copies of a revised project agreement estimate and modification of project agreement reflecting the revisions in project number and financing.

The structure is on the approved bridge replacement inventory list with a sufficiency rating of 20.2.

CL:bks
Enc.
cc: K. Husby
J. Peterson
General Files

21,442 SOS
12,865
8577

CON 17-1,
Thomas
Cr.

May 11, 1983

Board of County Commissioners
Linn County
Courthouse
Albany, OR 97321

AGR

Attention: Del W. Riley
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6121

Gentlemen or Ladies:

Attached for your records is a fully executed copy of an agreement covering a bridge replacement project on the Thomas Creek (Jordan) Bridge.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

10,032

Husby

STATE OF OREG

INTER FFICE MEMO

TO: MEMO TO FILES

ORIGINAL SIGNED
WALTER J. HART

DATE: March 16, 1983

PLA
12958A

FROM: Walter J. Hart, P.E.
Bridge Engineer

SUBJECT: Jordan Creek (Thomas) Bridge
County Road 828
Linn County
BR 12958A

A review of the subject project indicates it is eligible to be included in the Highway Bridge Replacement Program (Off-System). The current Sufficiency Rating for the structure is 23.0 based on the latest inspection. It will be included in the 1984 program.

20.2

JEC:jrb

cc: Program Management
Ken Husby

previously approved OTC, as SOS project.

PROGRAM MANAGEMENT SECTION
DHM ☐ DES ☐
SHM ☐ MIK ☐ DNR ☐
MAR 17 1983
REFERRED TO
FOR
FILE: PM FA LG.

10,032

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
ENV 3

TO: Phillip Stearns
Region 2 Federal Aid Engineer

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Thomas Creek (Jordan) Bridge
Linn County

DATE: February ~~14~~ 22, 1983

REGION 2 ENGINEER
RECEIVED
☐ RLE FEB 14 1983 ☐
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

I have just reviewed Willis Grafe's January 11, 1983 letter on the replacement of the subject bridge, and I wish to call several things to your attention.

First, the project was originally classified 5 years ago, and because it involves a covered bridge and is eligible for the National Register, considerable PE will have to be accomplished to reach design approval. If for other reasons PE has not started, that is fine, but it is unfortunate we have't started before now because of the structural condition of the bridge.

Secondly, the bridge is eligible for the National Register, which is the same as being on the Register as far as application of the Federal Regulations is concerned.

Thirdly, and most important, is that environmental documents, 106 procedures and Section 4(f), all hurdles for this project, have stringent requirements with regard to consideration, documentation and rejection of alternatives.

To successfully get this project to design approval, I suggest we set out the alternatives and begin the PE soon. I was informed on February 1, 1983 that the County wishes us to do the environmental work.

GAP:dm

2-22-83

I've attached background information for your use.

A new Authority for Survey was submitted Feb. 4.

The project was dormant because the SOS Program was discontinued and no funding was available until the HBR program. When it became apparent there would be no construction funds, the County requested a bridge design, with cover, under ORS 369.210. I don't know, at this time, if the design was accomplished.

Phil

FEDERAL AID PROJECT REQUEST

Date January 10, 1983

Applicant Agency Linn County Road Department
Request for: Off-System X , FAS-C _____, FAUS _____ Project
Federal Aid Route No. _____ Route Name Jordan Road C.R. #829
Project Name Thomas Creek (Jordan) Bridge
Project Length 400'± Project Location (Attach sketch map)
Project Description Reconstruct Jordan Bridge and approaches on existing alignment

Average Daily Traffic 410 Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' Travel Lanes 9 Shoulders 1
Medians _____ Parking _____
Sidewalks _____
Remarks _____

2. Desired Roadway Cross Section: (Attach sketch)

Width 32' Travel Lanes 11 Shoulders 5
Medians _____ Parking _____
Curbed _____ Length Curb Radii _____
Sidewalk/Bikeway _____
Remarks No pedestriam traffic

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes _____ No X

3. Will additional right-of-way be needed? Yes _____ No X
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____
Remarks _____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By Applicant (County)

4. Permanent Striping:

Include in project or by applicant? County

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Across Thomas Creek

Type Untreated wood, covered

Approach Roadway Width 18 Shoulder Width 1

Length 36-95-17 Width 18'

To remain in place? No

2. Proposed Structure:

Location Identical alignment

Approximate Size: Length Same as previous - Width 30' roadway

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Existing piers may be used

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

   Name of Railroad ____
   Existing Crossing Protection ____

2. Will existing railroad crossing be altered? ____

   Remarks ____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement	Linn County Engineer Office
2. Environmental	Linn County Engineer Office
3. Public Hearing	Linn County Engineer Office

Remarks ____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant ____ State X Consultant ____

2. Project construction engineering to be performed by:

Applicant________ State X______ Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: Striping and permanent signing to be done by County

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 70,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	170,000
Railroad	
Other	
Preliminary engineering	10,000
PROJECT TOTAL	$ 250,000

Remarks Anticipate existing piers can be utilized. No detour will be necessary during construction.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Linn COUNTY

By________ By David O Cory

By________ By Vernon Schrock

By

Con 19-1
Thomas

STATE OF OREGON
Highway Division

INTEROFFICE MEMO
ENV 3

TO: Phillip Stearns
Region 2 Federal Aid Engineer

DATE: February 14, 1983

FROM: Gary A. Potter, Manager
Environmental Section

SUBJECT: Thomas Creek (Jordan) Bridge
Linn County

I have just reviewed Willis Grafe's January 11, 1983 letter on the replacement of the subject bridge, and I wish to call several things to your attention.

First, the project was originally classified 5 years ago, and because it involves a covered bridge and is eligible for the National Register, considerable PE will have to be accomplished to reach design approval. If for other reasons PE has not started, that is fine, but it is unfortunate we have't started before now because of the structural condition of the bridge.

Secondly, the bridge is eligible for the National Register, which is the same as being on the Register as far as application of the Federal Regulations is concerned.

Thirdly, and most important, is that environmental documents, 106 procedures and Section 4(f), all hurdles for this project, have stringent requirements with regard to consideration, documentation and rejection of alternatives.

To successfully get this project to design approval, I suggest we set out the alternatives and begin the PE soon. I was informed on February 1, 1983 that the County wishes us to do the environmental work.

GAP:dm

NOTED
E S HUNTER

H

RECEIVED
TECHNICAL SERVICES
FEB 14 '83
REFER TO
Supv
FOR

Info	Imed	R/D	L/R	Sign	Act	File

cy-
2-15-83

81-123-1387

Contains Recycled Materials

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Thomas Creek (Jordan) Bridge

REGION: 2

STATE HIGHWAY # Co Rd	HIGHWAY NAME Jordan Road	MILE POST FROM TO	LENGTH 0.08 mi
☐ URBAN ☒ RURAL	CITY	COUNTY Linn	ROAD/STREET NAME Co Rd #828
ROUTE #	FEDERAL AID # off system	APPLICANT (IF OTHER THAN STATE) Linn County	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 3	GRADING	(✓)	✓	FILES (#)	2
RIGHT OF WAY		$	PAVING	(✓)	✓	ACRES (#)	570 sq ft
ROADWAY	$ 73.4		STRUCTURES	(✓)	✓	RELOCATIONS (#)	None
STRUCTURES	$ 318.6		SIGNING	(✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 2.2					RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS	(1,2,3)	3	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
20% ENGINEERING & CONTINGENCIES	$ 78.8		DESIGN CATEGORY	(1-7)		**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 473	WORK TYPE	(1-12)		☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 476					

FINANCING/PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE HBR	RECOMMENDED PROGRAM YEAR

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	-	-
BIKE PATH (Y/N)	N	On Shldrs
AVERAGE DAILY TRAFFIC	320	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Existing structure is an untreated covered wooden bridge, width 18'. Due to chord crushing problems, the County has had to impose a 5 ton load limit as of January 1983.
Bridge is in need of immediate replacement.

PROPOSED SOLUTION

Construct a new bridge, preferably covered, which may utilize the existing piers. The design of the new structure can be done such that it could be constructed in a two stage process. First build a bridge which may be used until a later time when circumstances justify the construction of the covered portion.

REQUESTED, REGION ENGINEER by X Phillip O	DATE 2-4-83
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & **PROPOSED** Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION Thomas Creek (Jordan) Bridge	REGION 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	A
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	A
RECONNAISSANCE SURVEY	N	DETOUR	A	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	A
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	A
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	A	(LIST BELOW)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
2		None	

COMPANIES
Pacific Power & Light Company

RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)		DESIGN SPEED 35	DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				2			9	×	9			2				
				4			11		11			4				

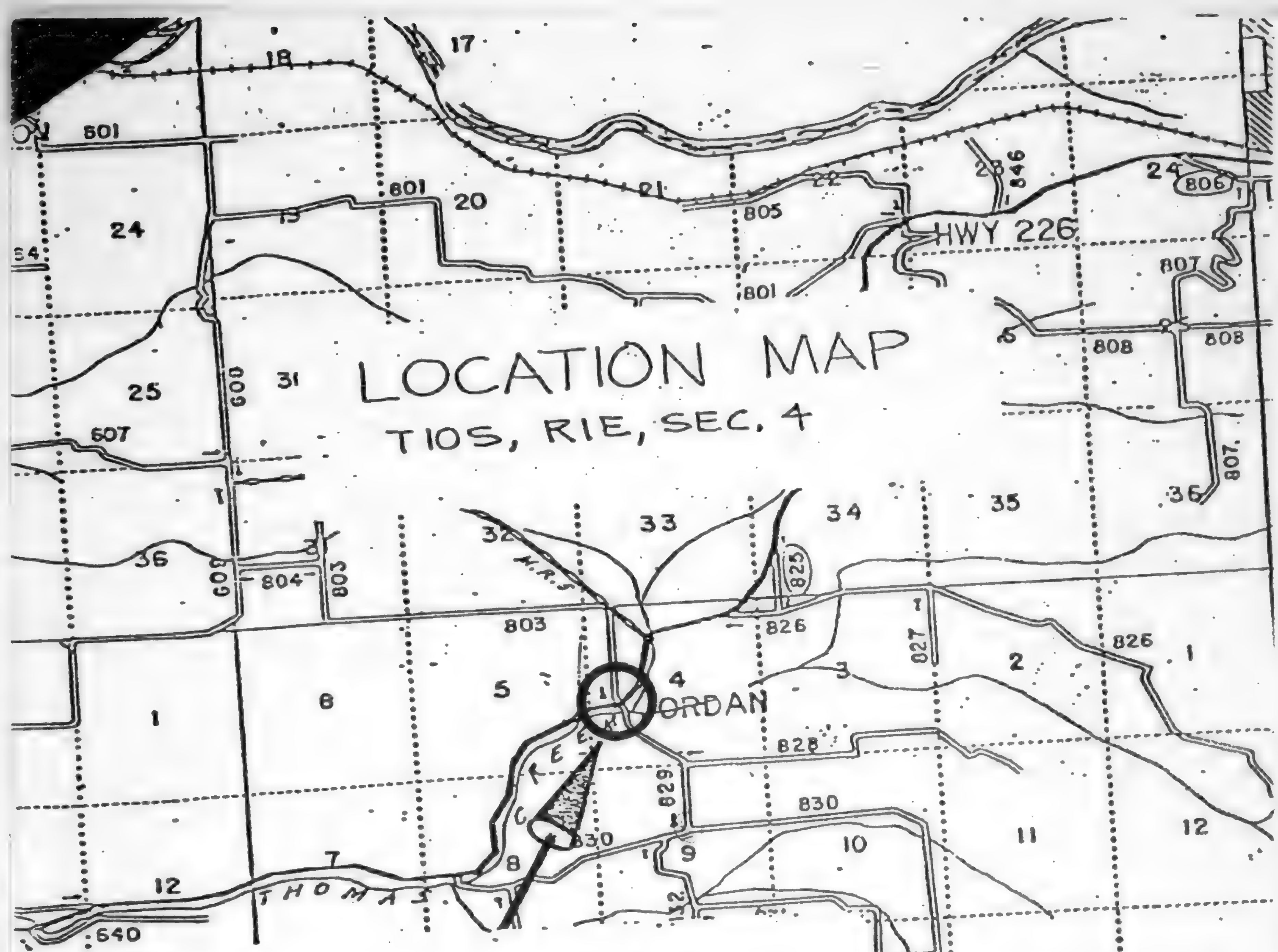
PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
A/C Pavement	4"	0			
Aggregate Base	13"	-			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
A12958 BRIDGE 1	162	30	$420,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			



LOCATION MAP

T10S, R1E, SEC. 4

THOMAS CREEK (JORDAN) BRIDGE

HWY 226
JORDAN
THOMAS
CREEK
801
805
806
807
808
803
804
825
826
827
828
829
830
834
835
640
641
642
607
609
846

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

REGION 2

SECTION Thomas Creek (Jordan) Bridge

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX

DATE 2/3/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT		-	916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		-	918 LOCATION			935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		100
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT		100
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		-	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION		-	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON		-	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		100	932 RAILROAD & UTILITIES					

TOTALS	$	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

This structure is in need of immediate replacement. The field work has been done and the data submitted to Location and Design.

The estimated cost for a base structure is $420,000. The covered structure would be $105,000 more.

The field survey work has been done and the project is in Bridge and Final Design. The request called for a 30 foot structure width, but since it is assumed a slab design will be used, the proposed width is 32 feet.

PREPARED BY Don Thornton	DATE 2-3-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X Phillip O.	DATE 2-4-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

10, [illegible]

STATE OF OREGON **INTEROFFICE MEMO**

TO: Phil Stearns
Region Federal Aid Specialist

DATE: February 3, 1983

FROM: Don Thurston
Region Location Supervisor

SUBJECT: Thomas Creek (Jordan) Bridge
Jordan Road Co Rd #828
Linn County

REGION 2 ENGINEER
RECEIVED
FEB 5 1983
☐ RLE ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV [✓ ☐ RFE]

Attached for approval and forwarding are parts 1, 2 and 4 of the Project Prospectus. The estimated cost for the base structure is $420,000. The covered structure would be $105,000 more.

The field survey work has been done and the project is in Bridge and Final Design.

COMMISSION APPROVED
2-13-79

DT:sr
Attch

cc: File

Contains Recycled Materials

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

Linn County

SECTION Thomas Creek (Jordan) Bridge

Jordan Road

REGION 2

SURVEY AUTHORITY

OS

AUTHORIZATION NO. #3

PREFIX 222-1974

DATE 2/3/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 7,500	$ 7,500	915 AUDITS	$	$	933 SURFACE DESIGN	$ 1,000	$
902 CITIZEN'S INVOLVEMENT		-	916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		-	918 LOCATION	200	200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	100	100
905 FINAL DESIGN	2,000		920 PROGRAM MANAGEMENT	300	300	937 HYDRAULICS	1,500	
906 BRIDGE DESIGN	250	250	921 SPECIFICATIONS	3,000	—	938 REGION ENVIRONMENT	100	100
907 PRELIMINARY DESIGN	200	200	922 ADMIN. SERVICES	100		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION	1,000	1,000	923 ENVIRONMENTAL SECTION	20,000	17,500 6-17-83 L ~~20,000~~	950 TRAINING		
910 REGION GEOLOGIST	500	500	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200	200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	2,500	2,500	980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON	200	200	927 FREE BRIDGE DESIGN	10,000				
914 REGION UTILITY LIAISON	100	100	932 RAILROAD & UTILITIES	200	200			

TOTALS	$ 50,950	$ 32,350 ~~34,850~~
PREVIOUS AUTHORIZATION		$ 10,600
ADD. AUTH. REQUIRED		$ 21,750 ~~14,250~~

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER 505- BROS- 2200(2)

LOCATION ENGINEER'S REMARKS

This structure is in need of immediate replacement. The field work has been done and the data submitted to Location and Design.

The estimated cost for a base structure is $420,000. The covered structure would be $105,000 more.

The field survey work has been done and the project is in Bridge and Final Design. The request called for a 30 foot structure width, but since it is assumed a slab design will be used, the proposed width is 32 feet. work approved through design approval.

Project was funded as 505 - now funded as BROS
total expended on 505 funds = $10,553.54

Prefix 222-1476 which was to be used for "Free Bridge Design" was cancelled 5/82 and these costs are to be charged to function 927.

ON HID

PREPARED BY	DATE 2-3-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/4/84
RECOMMENDED, REGION ENGINEER X	DATE 2-4-83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-3-83
RECOMMENDED, LOCATION ENGINEER X	DATE 5/2/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-13-78 6-10-83	

734-1914 (7-82)

1 Versteeg ✓
Anderson
2 Adams
Macnab
3 Stoudenmayer
Terpin
4 Trout
Wakerlig

RECEIVED
JUN 2 [illegible]
ROAD DESIGN
SECTION

Return To
Bring Up
Action

REFERRED TO
Watson W Mann
Cole Stoudenmayer
Eriksen King
Beard Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

PROJEC. PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Thomas Creek (Jordan) Bridge

REGION: 2

STATE HIGHWAY # Co Rd	HIGHWAY NAME Jordan Road		MILE POST FROM TO	LENGTH 0.08 mi
☐ URBAN ☒ RURAL	CITY	COUNTY Linn	ROAD/STREET NAME Co Rd #828	
ROUTE #	FEDERAL AID # off system	APPLICANT (IF OTHER THAN STATE) Linn County		

COST ESTIMATES (000's)		
PRELIMINARY ENGINEERING		$ 3
RIGHT OF WAY		$
ROADWAY	$ 73.4	
STRUCTURES	$ 318.6	
SIGNALS	$	
ILLUMINATION	$	
TEMPORARY PROTECTION	$ 2.2	
	$	
20% ENGINEERING & CONTINGENCIES	$ 78.8	
TOTAL CONSTRUCTION		$ 473
TOTAL ESTIMATE		$ 476

PROJECT DATA		
GRADING	(✓)	✓
PAVING	(✓)	✓
STRUCTURES	(✓)	✓
SIGNING	(✓)	
SIGNALS	(✓)	
ILLUMINATION	(✓)	
ENVIRONMENTAL CLASS	(1,2,3)	3
DESIGN CATEGORY	(1-7)	
WORK TYPE	(1-12)	

RIGHT OF WAY		
FILES	(#)	2
ACRES	(#)	570 sq f
RELOCATIONS	(#)	None
WORK BY STATE/CONSULTANT/APPLICANT		
PRELIMINARY ENGINEERING	(S,C,A)	S
CONSTRUCTION ENGINEERING	(S,C,A)	S
RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
RIGHT OF WAY ACQUISITIONS	(S,C,A)	S

CONSTRUCTION BY

☒ CONTRACT ☐ OTHER

☐ STATE FORCE

☐ CITY FORCE

☐ COUNTY FORCE

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	HBR	

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)	1	1
SIGNALS (#)	-	-
BIKE PATH (Y/N)	N	On Shldrs
AVERAGE DAILY TRAFFIC	320	
YEAR OF AVERAGE DAILY TRAFFIC	1981	

DEFINE THE PROBLEM

Existing structure is an untreated covered wooden bridge, width 18'. Due to chord crushing problems, the County has had to impose a 5 ton load limit as of January 1983.
Bridge is in need of immediate replacement.

PROPOSED SOLUTION

Construct a new bridge, preferably covered, which may utilize the existing piers. The design of the new structure can be done such that it could be constructed in a two stage process. First build a bridge which may be used until a later time when circumstances justify the construction of the covered portion.

REQUESTED, REGION ENGINEER 29
X Phillip O
DATE 2-4-83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS
X
DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION
X
DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: Thomas Creek (Jordan) Bridge

REGION: 2

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	N	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	A
PHOTOGRAMMETRY	N	PROJECT SIGNING	A	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	A
RECONNAISSANCE SURVEY	N	DETOUR	A	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	A
PUBLIC HEARING	A	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	A
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	
VICINITY MAP	S	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	S	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	A	(LIST BELOW)	

COMPANIES: Pacific Power & Light Company

RIGHT-OF-WAY							
ACQUISITIONS		RELOCATIONS					
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)				
2		None					
RIGHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)			

DESIGN SPEED: 35

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

	BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING					2			9	×	9			2				
					4			11		11			4				

PROPOSED

SUGGESTED BASE DESIGN

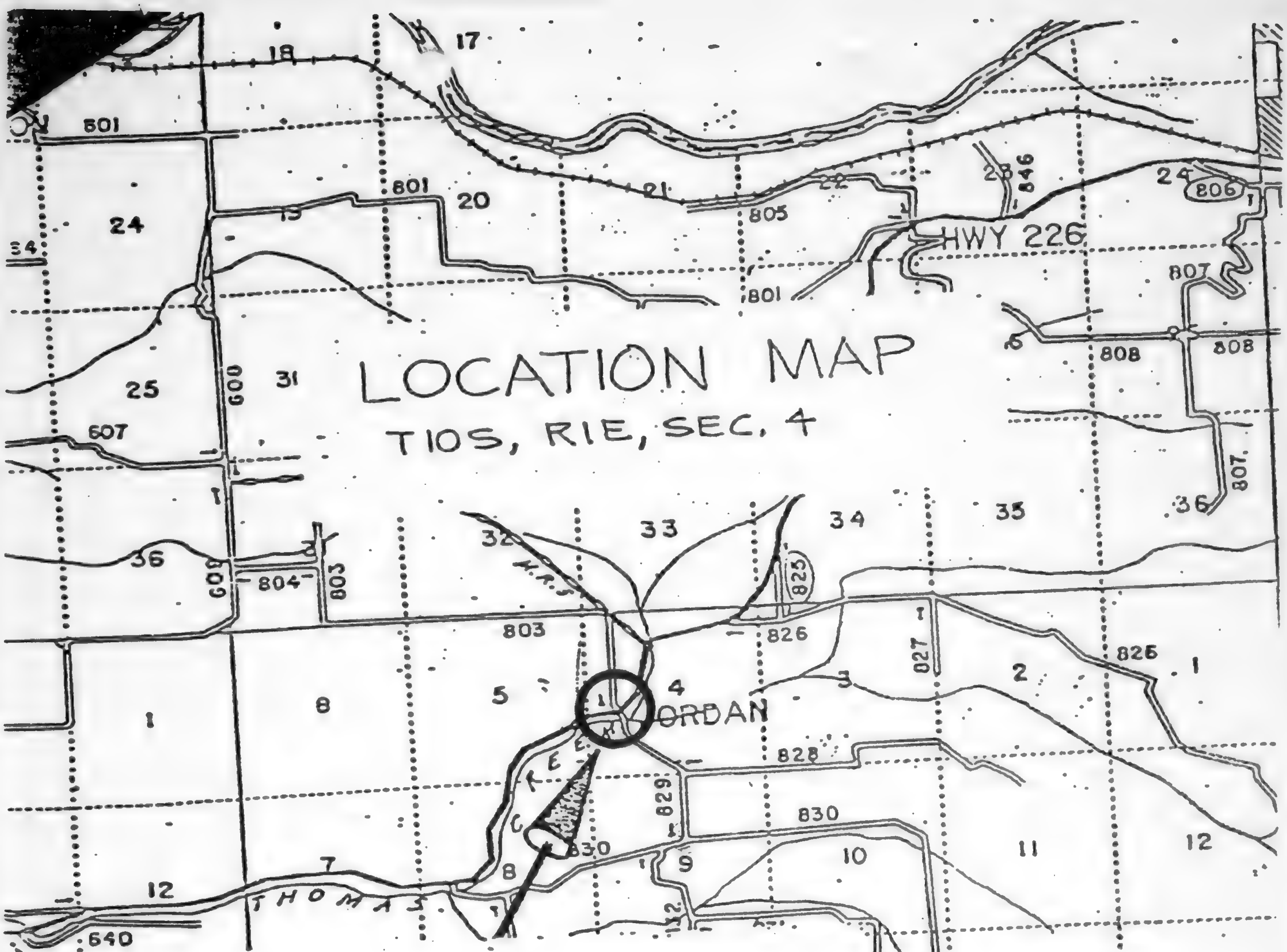
ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
A/C Pavement	4"	0			
Aggregate Base	13"	-			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
A12958 BRIDGE 1	162	30	$420,000	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED
REFERRED TO Location Engineer
Date 5-2-83
By Location Engineer

734-1912 (7-82)



LOCATION MAP

T10S, R1E, SEC. 4

THOMAS CREEK (JORDAN) BRIDGE

17
18
801
24
19
20
21
22
23
846
806
805
HWY 226
801
807
808
808
25
600
31
607
807
36
32
33
34
35
36
825
804
803
803
826
827
826
1
2
3
4
JORDAN
5
8
1
828
829
830
CREEK
830
7
8
9
10
11
12
12
THOMAS
640
14
13
830
641
24
19
20
834
21
22
23
24
3
835
642
26
25
30
29
28
27
26
25
5
36
31
32
33
34
35
36

SOS FUNDS

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                   JANUARY 1983       PAGE  726

     DESCRIPTION                                                                FISCAL          GRAND TOTAL
                           PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH       YEAR TO D TE         TO DATE
                        222   1971     298     00 N 9                                           16,578.07
                        222   1971     901     00 P 1                                              481.89
                        222   1971     903     00 P 1                                            4,950.46
                        222   1971     905     00 P 1                                            4,798.10
                        222   1971     906     00 P 1                                              757.29
                        222   1971     910     00 P 1                                              777.93
                        222   1971     911     00 P 1                                               68.48
                        222   1971     914     00 P 1                                              131.26
                        222   1971     918     00 P 1                                            4,445.08
                        222   1971     920     00 P 1                                              109.34
                        222   1971     921     00 P 1                                            1,006.70
                        222   1971     922     00 P 1                                              105.26
                        222   1971     923     00 P 1                                               51.08
                        222   1971     926     00 P 1                                            1,045.65
                                       TOT     P1                                               19,328.52
                                   ** JOB TOTALS **              **                  **         19,328.52  **

THOMASCRBRIDGE             CONT NO       FA PROJ NOS SOS 2200002 100                                            STATE
                        222   1974     296     00 N 9                       114.10CR            11,702.82CR
                        222   1974     297     00 N 9                                            2,658.00
                        222   1974     298     00 N 9                       114.10               9,044.82
                        222   1974     901     00 P 1                                            6,170.51
                        222   1974     901     00 N 1                                               64.79
                        222   1974     905     00 P 1                                                 .60
                        222   1974     906     00 P 1                       144.00                 246.72
                        222   1974     907     00 P 1                                              188.64
                        222   1974     909     00 P 1                                              679.02
                        222   1974     910     00 P 1                                              447.89
                        222   1974     911     00 P 1                                               28.14
                        222   1974     913     00 P 1                                              102.57
                        222   1974     918     00 P 1                                              172.97
                        222   1974     918     99 P 1                                               56.68
                        222   1974     920     00 P 1                                               96.38
                        222   1974     922     00 P 1                                               15.00
                        222   1974     923     00 P 1                                              118.68
                        222   1974     926     00 P 1                                            2,216.53
                        222   1974     950     00 P 1                                                5.10
                                       TOT     P1                           144.00              10,545.43
                                       TOT     N1                                                   64.79
                                   ** JOB TOTALS **              **         144.00   **         10,610.22  **

SHASTA CR BRIDGEPORT RD    CONT NO      * FA PROJ NOS OS  2301001 100                                           STATE
                        223   1961     296     00 N 9                        57.86CR             1,201.66CR
                        223   1961     297     00 N 9                                              589.80
                        223   1961     298     00 N 9                        57.86                 611.86
                        223   1961     901     00 P 1                                              584.72
                        223   1961     903     00 P 1                                                5.69
```

10,032

LINN COUNTY ROAD DEPARTMENT
3010 Ferry Street, SW
Albany, Oregon 97321
Phone 967-3919

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

January 11, 1983

Mr. Phillip O. Stearns
Region Federal Aid Engineer
East Salem Highway Building
2960 E. State Street
Salem, Oregon 97310

Re: Thomas Creek (Jordan) Bridge
#12958, C.R. #829

Dear Phil:

Attached you will find original and one copy of a project application for reconstruction of the Thomas Creek (Jordan) Bridge as a Special Bridge Replacement project.

As you are aware, this is another step in a rather long saga, and at each step the need seems to become more critical.

The original application of December 7, 1977 was for replacement under the S.O.S. Program, now terminated.

With the expiration of the S.O.S. Program and the continuing and increasing deterioration of the structure, on September 12, 1978 we requested a change in to a Bridge Design request under the provisions of ORS 369.210. This was to be of similar external appearance as the current covered structure. On December 27, 1978 $3,558 in county funds were transmitted to the State for engineering costs.

A Safety Off System Construction-Finance Agreement was entered into between the State and Linn County on July 9, 1979, but it would probably be considered moot at this time.

On July 8, 1980 we received inquiry regarding certain easements which might constitute a cloud over the site, but which we considered no problem and so advised the right of way section on July 11, 1980.

On January 25, 1982 we suggested the possibility of using a recycled steel pony truss (State Bridge #1557) at the subject site. We are not aware of the status of the engineering on this proposal.

Currently, the bridge has reached a critical state with crushing of the lower chord and resultant distress throughout the remaining members.

In December of 1981 we placed a strut under the northwest corner and engaged OBEC Consultants to do an intensive inspection, copy attached.

Only last week, the south end of the bridge displayed the same lower chord crushing problem as the north end. We have reduced the load limit to five (5) tons from the 12 previously listed, and may not be able to strut that end due to the steep creek bank.

The fact of it being a covered bridge has as you are aware, been the cause of some controversy in years past, but at this point Jordan bridge is not on the register.

It is our intent to retain Hannah covered Bridge, 3 miles downstream as long as possible, but the log trucks out of the area must use one of the two bridges, and it, too will rapidly deteriorate if Jordan cannot carry the heavy loads.

We would prefer a design which could utilize the existing piers at the Jordan site, and provide for further construction of a decorative covered superstructure when circumstances justify.

Replacement of Jordan bridge is critically urgent and we request your early consideration of a project.

Sincerely,

Willis R Grafe

Willis R. Grafe
Linn County Engineer

WRG:bjr

Encl.

10,130

FEDERAL AID PROJECT REQUEST

Date January 10, 1983

Applicant Agency Linn County Road Department

Request for: Off-System X , FAS-C_____, FAUS_____ Project

Federal Aid Route No.________ Route Name Jordan Road C.R. #829

Project Name Thomas Creek (Jordan) Bridge

Project Length 400'± Project Location (Attach sketch map)

Project Description Reconstruct Jordan Bridge and approaches on existing alignment

Average Daily Traffic 410 Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20' Travel Lanes 9 Shoulders 1

Medians________ Parking________

Sidewalks________

Remarks________

2. Desired Roadway Cross Section: (Attach sketch)

Width 32' Travel Lanes 11 Shoulders 5

Medians________ Parking________

Curbed________ Length Curb Radii________

Sidewalk/Bikeway________

Remarks No pedestriam traffic

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60' Minimum 60' Maximum 60'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes________ No X

3. Will additional right-of-way be needed? Yes________ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes________ No________

Remarks________

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By Applicant (County)

4. Permanent Striping:

Include in project or by applicant? County

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Across Thomas Creek

Type Untreated wood, covered

Approach Roadway Width 18 Shoulder Width 1

Length 36-95-17 Width 18'

To remain in place? No

2. Proposed Structure:

Location Identical alignment

Approximate Size: Length Same as previous . Width 30' roadway

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Existing piers may be used

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes____ No X

   Name of Railroad____

   Existing Crossing Protection____

2. Will existing railroad crossing be altered?____

   Remarks____

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Linn County Engineer Office
2.	Environmental	Linn County Engineer Office
3.	Public Hearing	Linn County Engineer Office

Remarks____

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant____ State X Consultant____

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes," describe briefly: Striping and permanent signing to be done by County

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 70,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	170,000
Railroad	
Other	
Preliminary engineering	10,000
PROJECT TOTAL	$ 250,000

Remarks Anticipate existing piers can be utilized. No detour will be necessary during construction.

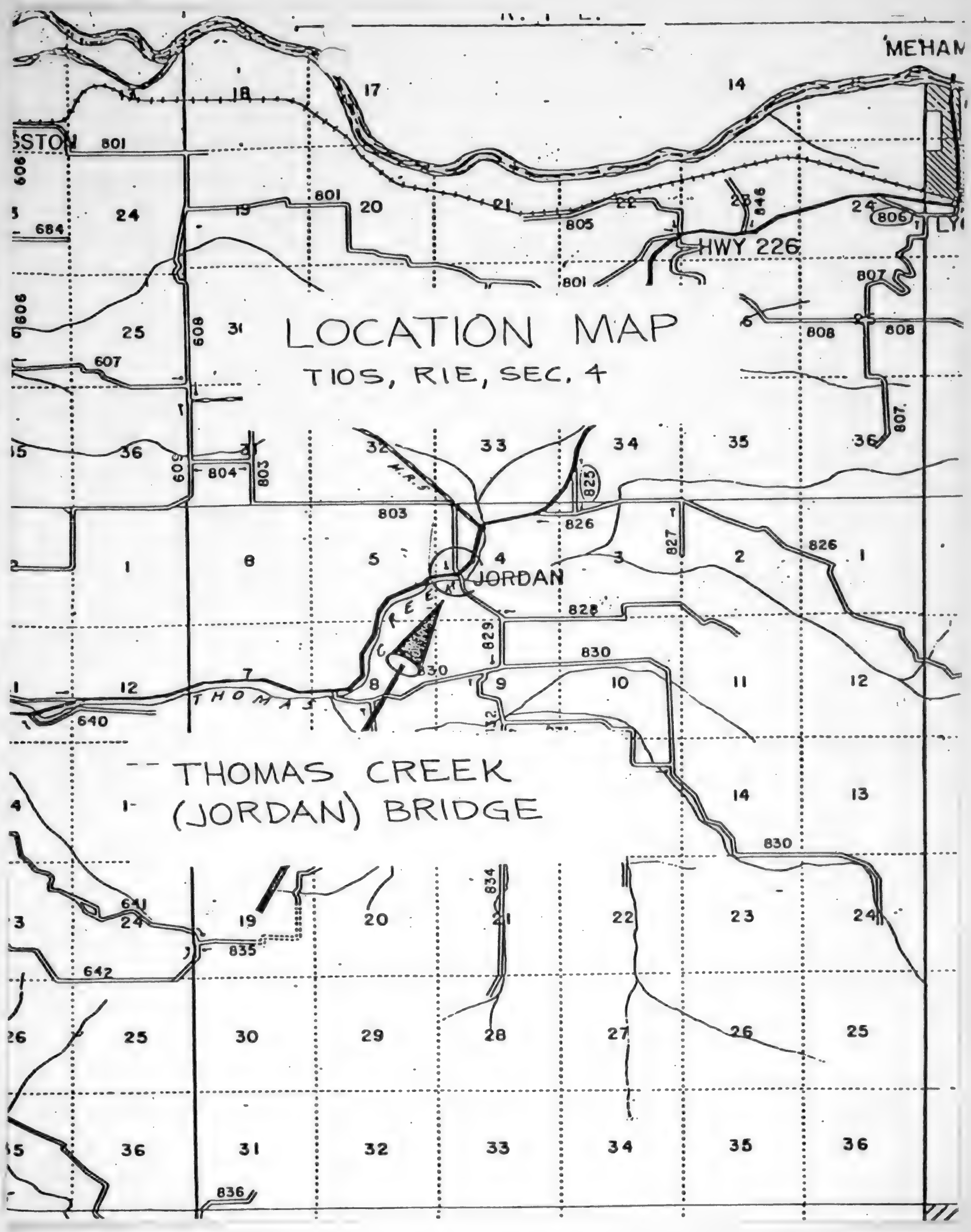
THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ________ and/or Linn COUNTY

By________ By David O Cox

By________ By Vernon Schrock

By Carl T Stephen



LOCATION MAP

T10S, R1E, SEC. 4

THOMAS CREEK (JORDAN) BRIDGE

MEHAM
SSTON
LY
JORDAN
HWY 226
THOMAS
CREEK
801
805
806
807
808
846
606
684
607
608
609
804
803
825
826
827
828
829
830
640
641
642
834
835
836

BRIDGE NO. 12958

Co. # 829-001

CONSULTING ENGINEERS
EUGENE, OREGON

BRIDGE INSPECTION REPORT

RIDGE TYPE Covered TIMBER & TRUSS NAME JORDAN COVERED BR. HWY. NO. 829 MILE POST 0.01
ROSSING (OVER, UNDER) THOMAS CREEK COUNTY LINN INSPECTORS' STEWART MCCONNELL
ISTRICT 04 YEAR BUILT 1937 PHOTOS YES DATE 1-26-82 SIGNATURES AL JONES

OBSERVATIONS

SUBSTRUCTURE (60)		Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. END BENTS	Caps TREATED	8	
	Piles TREATED	8	
	Footings	/	
	Footing Piles	/	
	Backwalls, Bulkheads	8	
	Wings	/	
2. INTERIOR PIERS OR BENTS	Caps TREATED	8	
	Columns, Posts TREATED		
	Footings CONC. @ BT 2	8	
	Footing Piles	/	
	Piles	/	
	Bracing (NAILED)	8	
	TRUSS SILL CAPS	3	
3. Debris on Seats		3	
4. Paint		/	
5. Collision Damage		8	
6. Scour		8	
7. Settlement (Footing or Piling)		8	
INSPECTOR'S CONDITION RATING (60)		3	

CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	8
2. Embankment Erosion	6
3. Drift	8
4. Vegetation	7
5. Channel Change	/
6. Fender System	/
7. Spur Dikes & Jetties — DIVERSON	8
8. Riprap	/
9. Adequacy of Opening	8
INSPECTOR'S CONDITION RATING (61)	6

SUPERSTRUCTURE (59)		Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. Stringers APPROACH		6	
2. Girder or Beams TRUSS STR.		5	
3. Floor Beams		7	
4. TRUSSES	Chords SEE ATT. SHTS	3	
	Web Members	6	
	Portals	8	
	Bracing	3	
5. Diaphragms, Bridging		6	
6. Bearing Devices		3	
7. Paint		6	
8. Rivets or Bolts		6	
9. Welds		/	
10. Collision Damage		7	
11. Deflection under Load		8	
12. Alignment of Members		3	
13. Vibrations under Load		8	
14. Machinery (Movable Spans)		/	
INSPECTOR'S CONDITION RATING (59)		3	

CULVERTS & RETAIN. WALLS (62)		/
1. Barrel or Wall	Concrete	
	Steel	
	Timber	
2. Headwall & Parapet		
3. Aprons		
4. Wingwalls		
5. Adequacy		
6. Debris		
INSPECTOR'S CONDITION RATING (62)		

DECK (58)	Condition Rating
1. Deck — Structural Condition	5
2. Wearing Surface 1½" - 2" AC.	5
3. Deck Joints	/
4. Curbs, Felloe Guards	6
5. Sidewalks	/
6. Parapet, Concrete Barrier	/
7. Railing, Posts	6
8. Median Barrier, Railing	/
9. Paint	6
10. ~~Drains~~ SCUPPERS	3
11. Lighting Standards	/
12. Utilities	/
13. Vibrations in Deck	/
INSPECTOR'S CONDITION RATING (58)	5
APPROACH ALIGNMENT (65)	
1. Pavement & Embankment	7
2. Shoulder Embankment	8
3. Relief Joints	/
4. Approach Slab	/
5. Guardrail	8
INSPECTOR'S CONDITION RATING (65)	7
SAFETY FEATURES (36)	0 0 1 0
APPR. ALINE. (72)	3
SIGNING POSTED 12 TON	
1. Posted Loading	8
2. Legibility	8
3. Visibility	8
NEED ONE WAY TICKS & RATES	
INSPECTOR'S CONDITION RATING	8

REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

58-1 DECKING IS SHOWING FUNGUS AND STARTING TO DECAY OVER STRINGERS.
58-2 AC. IS BROKEN UP AT JOINTS AND FLOORBEAMS & AT LAMINATIONS.
POT HOLES AT ENDS HOLD STANDING WATER. AC ROUGH AT FELLOE GUARDS.
58-3 WOODEN FELLOE GUARDS ARE MISALIGNED - BOLTS NOT COUNTER SUNK.
58-7,9 RAILING IS SPLIT AND WEATHERED - SOME COLLISION DAMAGE.
58-10 DRAINS ARE PAVED SHUT ON TRUSS SPAN.
59-1,2 STRINGERS ARE DAMP - STARTING TO DECAY AT TOPS.
59-4 TRUSS MEMBERS SKETCHED AND SHOWN IN DETAIL ON ALL SHEETS
MAJOR MEMBERS NEED IMMEDIATE ATTENTION.
59-5 SOME BRIDGING IS LOOSE AND HANGING.
59-6 TRUSS SILL CAPS ARE VERY ROTTEN AT BEARINGS. SEE ATTACHED SHT.
59-7 PAINT PEELING AND DIRTY IN SPOTS REPLACEMENT PIECES NEED PAINT.
59-8 SOME RAIL BOLTS MISSING NUTS - SOME LOOSE
TEMPORARY FLOOR BEAMS ARE NOT TIGHT AGAINST BOTTOM CHORD @ L1

Stewart D. McConnell
SIGNATURE

CONT. NEXT SHEET.

BRIDGE NO. ____________

CONSULTING ENGINEERS
EUGENE, OREGON

BRIDGE INSPECTION REPORT

IDGE TYPE ____________ NAME JORDAN COVERED ____________ HWY. NO. ________ MILE POST ________

OSSING (OVER, UNDER) ____________ COUNTY ____________ INSPECTORS' ____________

STRICT ________ YEAR BUILT ________ PHOTOS ________ DATE ________ SIGNATURES ____________

OBSERVATIONS

SUBSTRUCTURE (60)		Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. END BENTS	Caps		
	Piles		
	Footings		
	Footing Piles		
	Backwalls, Bulkheads		
	Wings		
2. INTERIOR PIERS OR BENTS	Caps		
	Columns, Posts		
	Footings		
	Footing Piles		
	Piles		
	Bracing		
3. Debris on Seats			
4. Paint			
5. Collision Damage			
6. Scour			
7. Settlement (Footing or Piling)			
INSPECTOR'S CONDITION RATING (60)			

CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	
2. Embankment Erosion	
3. Drift	
4. Vegetation	
5. Channel Change	
6. Fender System	
7. Spur Dikes & Jetties	
8. Riprap	
9. Adequacy of Opening	
INSPECTOR'S CONDITION RATING (61)	

SUPERSTRUCTURE (59)		Condition Rating	RATING WITHOUT TEMPORARY REPAIR OFFICE USE ONLY
1. Stringers			
2. Girder or Beams			
3. Floor Beams			
4. TRUSSES	Chords		
	Web Members		
	Portals		
	Bracing		
5. Diaphragms, Bridging			
6. Bearing Devices			
7. Paint			
8. Rivets or Bolts			
9. Welds			
10. Collision Damage			
11. Deflection under Load			
12. Alignment of Members			
13. Vibrations under Load			
14. Machinery (Movable Spans)			
INSPECTOR'S CONDITION RATING (59)			

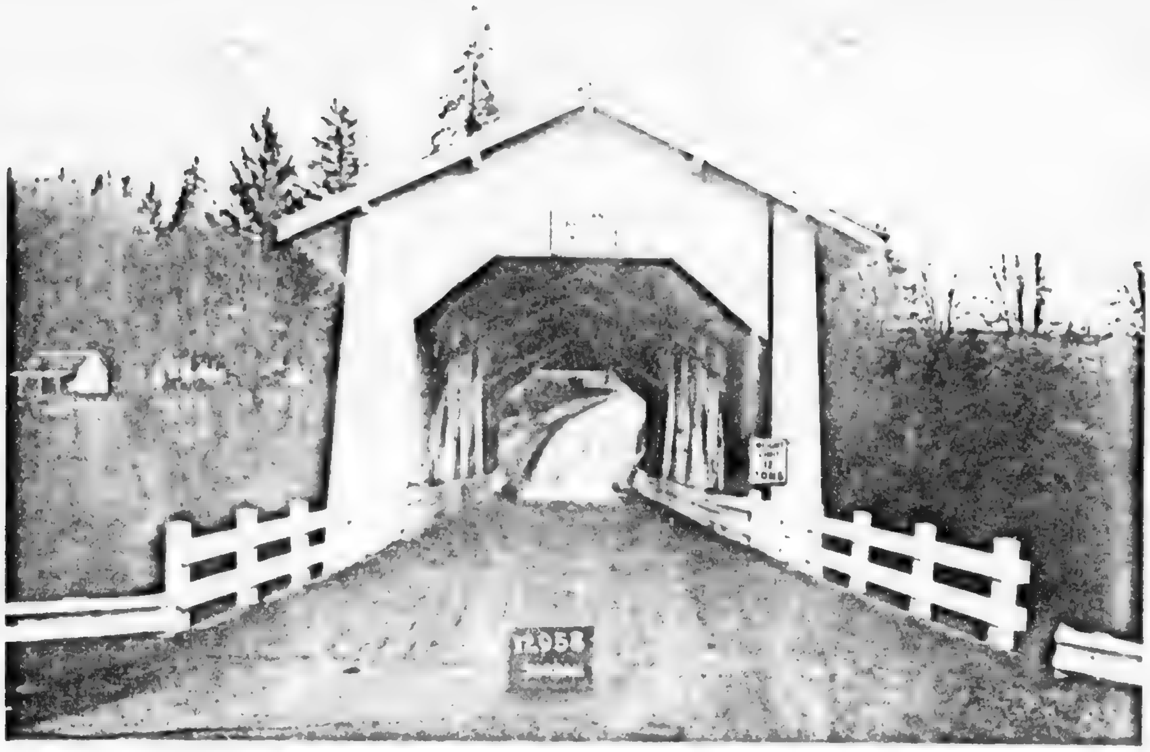
CULVERTS & RETAIN. WALLS (62)		
1. Barrel or Wall	Concrete	
	Steel	
	Timber	
2. Headwall & Parapet		
3. Aprons		
4. Wingwalls		
5. Adequacy		
6. Debris		
INSPECTOR'S CONDITION RATING (62)		

DECK (58)	Condition Rating
1. Deck — Structural Condition	
2. Wearing Surface	
3. Deck Joints	
4. Curbs, Felloe Guards	
5. Sidewalks	
6. Parapet, Concrete Barrier	
7. Railing, Posts	
8. Median Barrier, Railing	
9. Paint	
10. Drains	
11. Lighting Standards	
12. Utilities	
13. Vibrations in Deck	
INSPECTOR'S CONDITION RATING (58)	
APPROACH ALIGNMENT (65)	
1. Pavement & Embankment	
2. Shoulder Embankment	
3. Relief Joints	
4. Approach Slab	
5. Guardrail	
INSPECTOR'S CONDITION RATING (65)	
SAFETY FEATURES (36)	
APPR. ALINE. (72)	
SIGNING	
1. Posted Loading	
2. Legibility	
3. Visibility	
INSPECTOR'S CONDITION RATING	

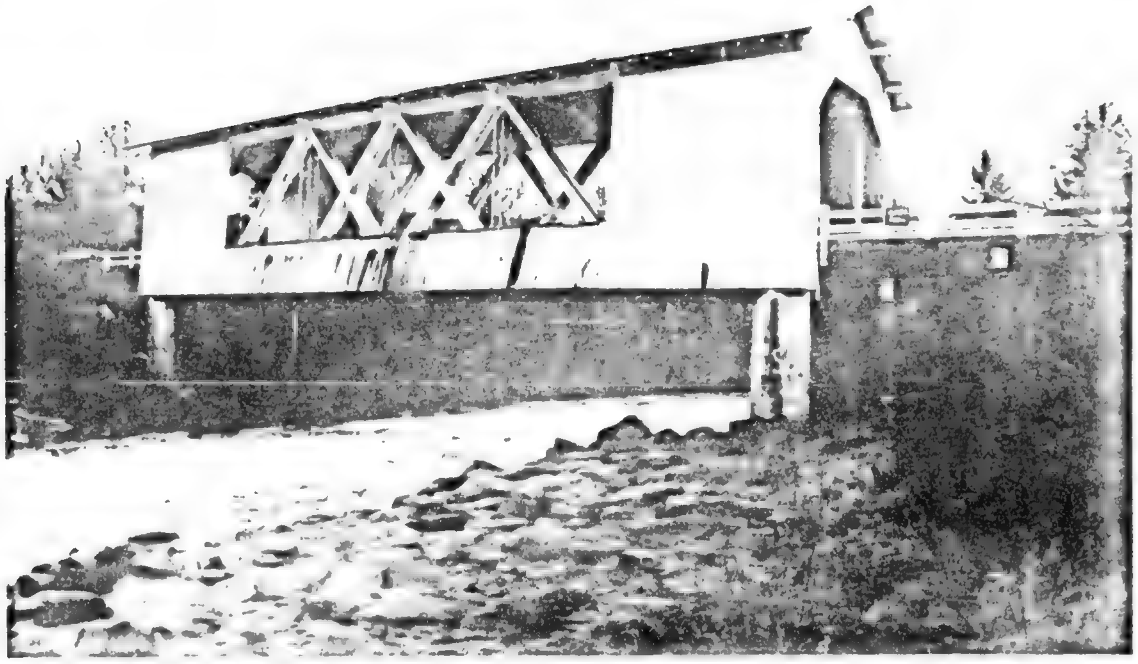
REMARKS (Key-in to section and number above)
USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES
List apparent cause, severity and pinpoint location of defects listed above.

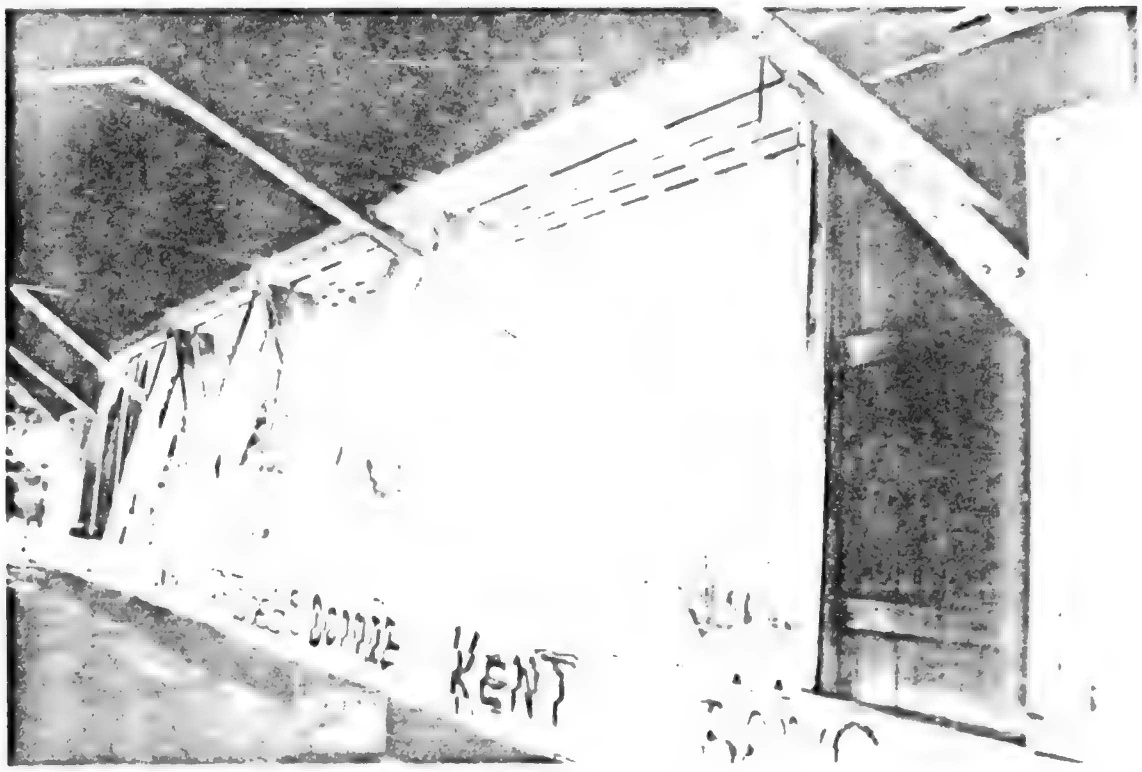
59-10 FARM MACHINERY HAS SCRAPED PORTAL
59-12 TRUSS HAS BEEN RACKED FROM TOP & BOT. CHORD CRUSH AND END DIAGONAL LO U1 NORTHWEST CORNER FAILURE.
60-23 SEE 59-6
61-2 FOR APPROACH SPAN HAS HAD CHANNEL SCOUR BEHIND PIER
65-1 PAVEMENT ROUGH AT ENDS.
72 APPROACH ALIGNMENT BAD FOR VISABILITY AND LOADING ON BRIDGE.

Stewart D. M'Cormac
SIGNATURE

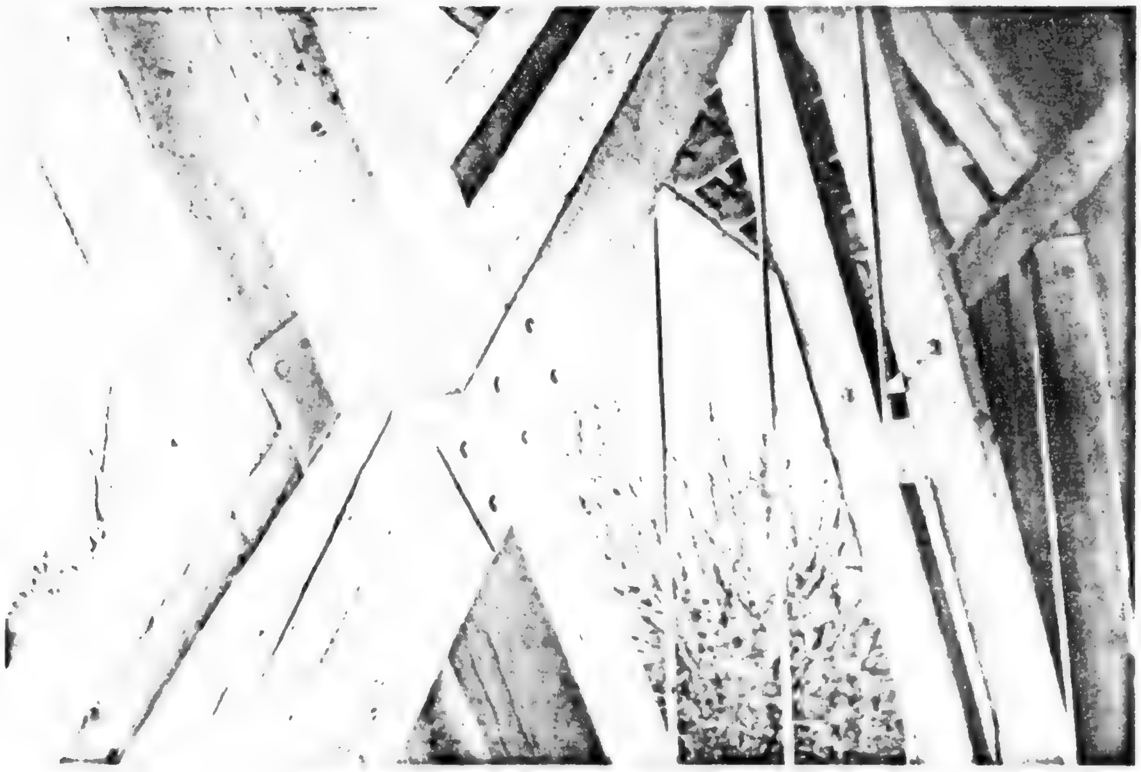


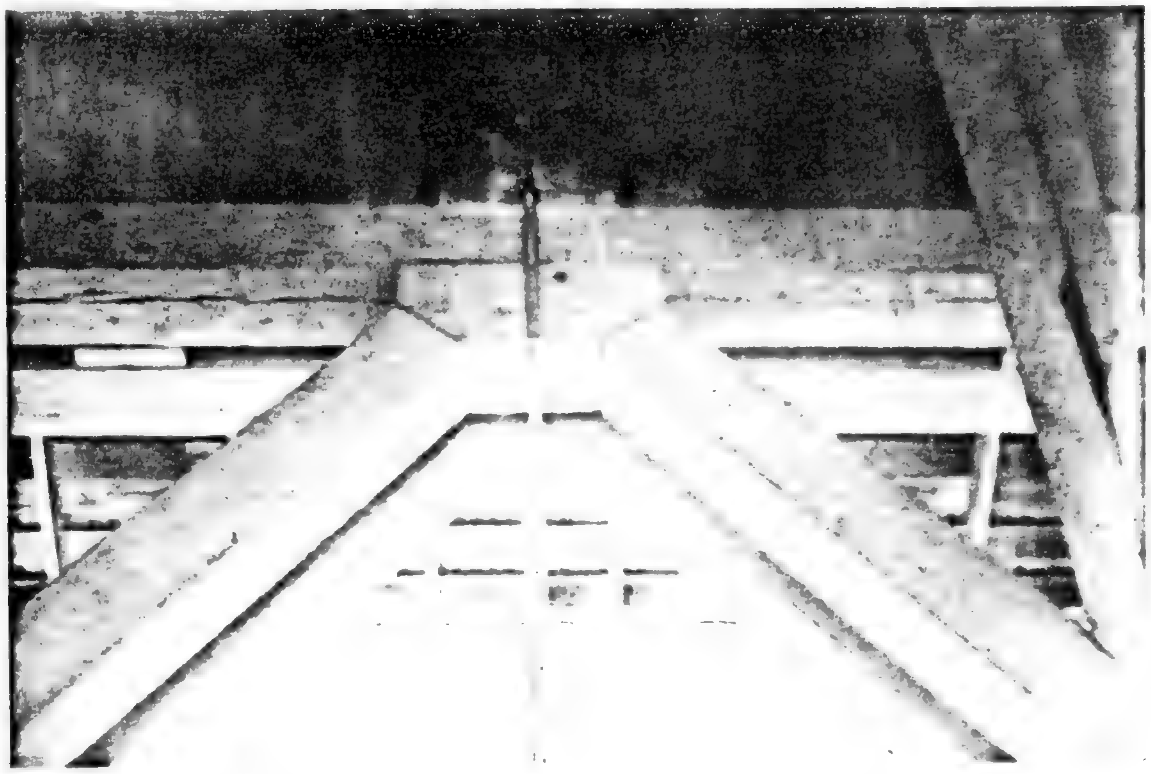
JORDAN
COVERED BR.
12958
ROAD # 829
JAN. 8 02'



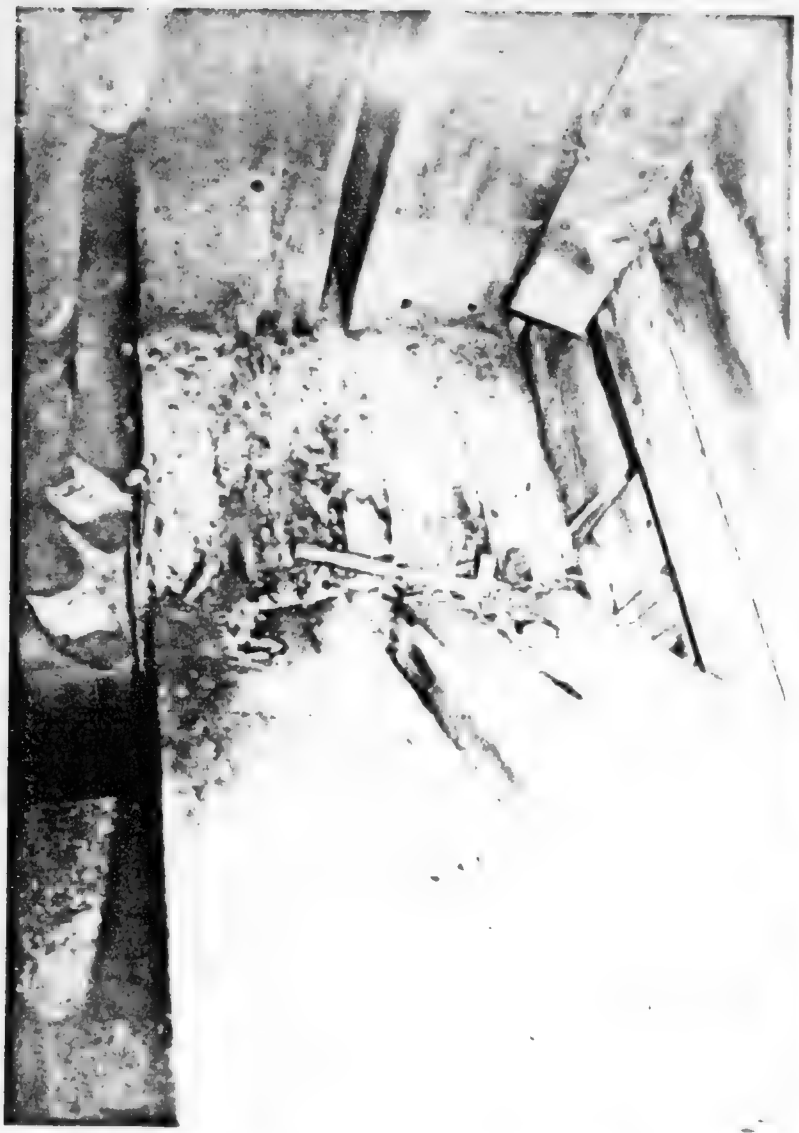

DONNIE
KENT

JORDAN,
COVERED BR.
#12958
ROAD #829
JAN. 82'





JORDAN
COVERED BR. 1
#12958
ROAD # 824
JAN 02'



LOU, DECAY N.W. CORNER

HIGHWAY C-829　　Co.# 829-001
M.P. 0.01　　12958

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION
Cards 5, 6, & 9 on reverse side
Shaded items = minimum data for bridges not on FA system

SHEET
DATE
BY S

8 BRIDGE NO.	CARD NO.	1 STATE	2 HIGHWAY DISTRICT	3 COUNTY	4 CITY	5 INVENTORY ROUTE	101 HIGHWAY NUMBER	NOT USED LEAVE BLANK	12 ROAD SECTION NO. (D.O.D. BRIDGE LOG)	13 BR. DESCRIP. (D.O.D. BR. LOG)	14 DEFENSE MILEPOST	15 DEFENSE SECTION LENGTH (TENTH MI.)	16 LATITUDE DEG.	16 LATITUDE MIN.	17 LONGITUDE DEG.	17 LONGITUDE MIN.	18 PHY. VULNERABILITY	19 BY-PASS DETOUR LENGTH (MI.)	20 TOLL
1 5	6 7	8 10	11 12	13 15	16 19	20 21 22 23 27	28 29 31	32 37	38 41 42	43 44	45 48	49 52	53 54	55 57	58 60	61 63	64	65 66	67
12958	1	410	04	043	0000	1 41 C0829	0829				.	0 .		.		.	1	04	3

8 BRIDGE NO.	CARD NO.	27 YEAR BUILT	27 YEAR MAJOR RECONSTR'N.	28 LANES ON STRUCTURE	28 LANES CROSSED	29 ADT EST.	31 DESIGN LOAD	32 APPROACH ROADWAY WIDTH (FT.)	NOT USED LEAVE BLANK	33 BR. MEDIAN	34 SKEW	35 STRUCT. FLARE	38 NAVIG. CONTROL	39 NAVIGATION VERTICAL CLEAR. (FT.)	40 NAVIGATION HORIZONTAL CLEAR. (FT.)	42 TYPE SERVICE	43 STRUCTURE TYPE (MAIN SPANS)	44 STRUCTURE TYPE (APPROACH)	45 NUMBER OF MAIN SPANS	46 NUMBER OF APPROACH SPANS	48 LENGTH OF MAXIMUM SPAN (FT.)	49 STRUCTURE LENGTH (FT.)	SIDEWALK LT.
1 5	6 7	8 9	10 11	12 13	14 15	16 21	22	23 25	26 28	29	30 31	32	33	34 36	37 40	41 42	43 44 45	46 47 48	49 50	51 54	55 58	59 64	65 67
12958	2	37	00	02	00	000200	2	024		0	00	1	0			15	710	102	01	0003	0090	000146	000

8 RIDGE NO.	CARD NO.	53 MIN. VERT. CLEAR. OVER ROADWAY (9 9 9 9) FT.	53 IN.	54 MINIMUM VERTICAL UNDERCLEAR. FT.	54 IN.	55 MINIMUM LATERAL UNDERCLEAR (TENTH FT.) (9 9 9) RT.	56 LT.	57 WEAR. SURFACE	58 DECK	59 SUPERSTRUCT.	60 SUBSTRUCT.	61 CHANNEL	62 CULVERTS, WALLS	63 REMAINING LIFE	64 OPERATING RATING	65 APPR. ALINEMNT.	66 INVENTORY RATING	67 STR. CONDITION	68 DECK GEOMETRY	69 UNDERCLEARANC	70 SAFE LOAD CAP.	71 WATERWAY AD.	72 APPR. ALINE. AD.	73 YEAR NEEDED	74 TYPE OF SERVICE ON BRIDGE	75 TYPE OF WORK	76 LENGTH OF IMPROVEMENT (FT.)	77 PROP. DES. LOAD	78 PROPOSED ROADWAY WIDTH (FT.)	79 PROPOSED NO. OF LANES	80 DESIGN ADT
1 5	6 7	8 9	10 11	12 13	14 15	16 18	19 21	22	23	24	25	26	27	28 29	30 32	33	34 36	37	38	39	40	41	42	43 44	45 46 47	48 50	51 55	56	57 60	61 62	63 67
12958	3	15	09	00	00	000	000	2	5	3	3	6	N	03		7		3	3	N	4	7	7	82	001	372					

8 BRIDGE NO.	CARD NO.	84 COST OF IMPROVEMENTS (THOUSANDS)	850 YEAR LAST MAJOR MAINT.	860 ITEM REPAIRED	870 ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS)	880 INSPECTION FREQUENCY	NOT USED LEAVE BLANK	890 LAST INSPECTION MO.	890 YR.	92 TRANSVERSE STRUCTURE LENGTH (FT.)	93 INSIDE HEIGHT (TENTH FT.)	94 CODE COST PREFIX	96 MAINTENANCE
1 5	6 7	8 12	13 14	15 16	17 22	23 24 25	26 31	32 33	34 35	36 38	39 41	42 44 45 46 47 48 49 50	51
12958	4	00195				825		01	82		.		IMMEDIATE REPAIR

C-829

01

Co.# 829-001

12958

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 5, 6, & 9 on reverse side

Shaded items = minimum data for bridges not on FA system

SHEET 1 OF 2

DATE SUBMITTED

BY STEWART McCORMACK AL LINE

2 HIGHWAY DISTRICT (11, 12)	3 COUNTY (13–15)	4 CITY (16–19)	5 INVENTORY ROUTE (20, 21, 22, 23–27, 28)	101 HIGHWAY NUMBER (29–31)	NOT USED LEAVE BLANK (32–37)	12 ROAD SECTION NO. (D.O.D. BRIDGE LOG) (38–41, 42)	13 BR. DESCRIP. (D.O.D. BR. LOG) (43, 44)	14 DEFENSE MILEPOST (45–48)	15 DEFENSE SECTION LENGTH (TENTH MI.) (49–52)	16 LATITUDE DEG. (53, 54)	16 LATITUDE MIN. (55–57)	17 LONGITUDE DEG. (58–60)	17 LONGITUDE MIN. (61–63)	18 PHY. VULNERABILITY (64)	19 BY-PASS DETOUR LENGTH (MI.) (65, 66)	20 TOLL (67)	21 CUSTODIAN (68)	22 OWNER (69)	24 FEDERAL AID SYSTEM (70, 71)	25 ADM JURISDICTION (72)	26 FUNCTIONAL CLASSIFICATION (73, 74)	NOT USED LEAVE BLANK (75–)
04	043	0000	1 4 1 C0829 0	829				.	0 .		.		.	1	04	3	3	3	11	4	05	

RECONSTR. (11)	28 LANES ON STRUCTURE (12, 13)	28 LANES CROSSED (14, 15)	29 ADT EST. (16–21)	31 DESIGN LOAD (22)	32 APPROACH ROADWAY WIDTH (FT.) (23–25)	NOT USED LEAVE BLANK (26–28)	33 BR. MEDIAN (29)	34 SKEW (30, 31)	35 STRUCT. FLARE (32)	38 NAVIG. CONTROL (33)	39 NAVIGATION VERTICAL CLEAR. (FT.) (34–36)	40 NAVIGATION HORIZONTAL CLEAR. (FT.) (37–40)	42 TYPE SERVICE (41, 42)	43 STRUCTURE TYPE (MAIN SPANS) (43–45)	44 STRUCTURE TYPE (APPROACH) (46–48)	45 NUMBER OF MAIN SPANS (49, 50)	46 NUMBER OF APPROACH SPANS (51–54)	48 LENGTH OF MAXIMUM SPAN (FT.) (55–58)	49 STRUCTURE LENGTH (FT.) (59–64)	50 SIDEWALK WIDTH (TENTH FT.) LT. (65–67)	50 SIDEWALK WIDTH (TENTH FT.) RT. (68–70)	51 ROADWAY WIDTH (TENTH FT.) (71–74)	52 DECK WIDTH (TENTH FT.) (75–78)	41 OP. STATUS (79)
0	02	00	000200	2	024		0	00	1	0			15	710	102	01	0003	0090	000146	00.0	00.0	017.5	018.0	P

ROADWAY (11)	54 MINIMUM VERTICAL UNDERCLEAR. FT. (12, 13)	54 MINIMUM VERTICAL UNDERCLEAR. IN. (14, 15)	55 MINIMUM LATERAL UNDERCLEAR (TENTH FT.) RT. (16–18)	56 MINIMUM LATERAL UNDERCLEAR (TENTH FT.) LT. (19–21)	57 WEAR. SURFACE (22)	58 DECK (23)	59 SUPERSTRUCT. (24)	60 SUBSTRUCT. (25)	61 CHANNEL (26)	62 CULVERTS, WALLS (27)	63 REMAINING LIFE (28, 29)	64 OPERATING RATING (30–32)	65 APPR. ALINEMNT. (33)	66 INVENTORY RATING (34–36)	67 STR. CONDITION (37)	68 DECK GEOMETRY (38)	69 UNDERCLEARANC (39)	70 SAFE LOAD CAP. (40)	71 WATERWAY AD. (41)	72 APPR. ALINE. AD. (42)	73 YEAR NEEDED (43, 44)	74 TYPE OF SERVICE ON BRIDGE (45–47)	75 TYPE OF WORK (48–50)	76 LENGTH OF IMPROVEMENT (FT.) (51–55)	77 PROP. DES. LOAD (56)	78 PROPOSED ROADWAY WIDTH (FT.) (57–60)	79 PROPOSED NO. OF LANES (61, 62)	80 DESIGN ADT (63–67)	81 YEAR OF EST. ADT (68, 69)	82 YEAR OF PROP. RDWY. IMPROVE. (70, 71)	83 TYPE IMPROVE (72)	NOT USED LEAVE BLANK (73–)
0	00	00	00.0	00.0	2	5	3	3	6	N	03		7		3	3	N	4	7	7	82	001	372									

(THOUSANDS) (12)	850 YEAR LAST MAJOR MAINT. (13, 14)	860 ITEM REPAIRED (15, 16)	870 ESTIMATED COST NECESSARY MAINTENANCE (DOLLARS) (17–22)	880 INSPECTION FREQUENCY (23–25)	NOT USED LEAVE BLANK (26–31)	890 LAST INSPECTION MO. (32, 33)	890 LAST INSPECTION YR. (34, 35)	92 TRANSVERSE STRUCTURE LENGTH (FT.) (36–38)	93 INSIDE HEIGHT (TENTH FT.) (39–41)	94 CODE COST PREFIX (42–50)	96 MAINTENANCE NOTES (51–79)
5				825		01	82		.		IMMEDIATE REPAIRS SCHEDULED

HIGHWAY C-829

M.P. 0.01

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 1, 2, 3, & 4 on reverse side

Shaded items = minimum data for bridges not on FA system

SHE
DATE
BY

8		6	7	9
BRIDGE NO.	CARD NO.	FEATURES INTERSECTED	FACILITY CARRIED	LOCATION
1 – 5	6 7	8 – 32	33 – 50	51 –
12958	5	THOMAS CREEK	COUNTY ROAD 829	07.0 MI SW OF LY

8		11	11A	30	85	86	87	88		91 PAINT PROGRAM					10A		47	47A
BRIDGE NO.	CARD NO.	MILE POST	ALTERNATE MILE POST	YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)
1 – 5, 6	7	8, 9 – 13, 14	15, 16, 17 – 21, 22	23 24	25 – 27	28 – 30	31 – 35	36 – 40	41	42	43	44 – 47	48 49	50 51	52 53	54 55	56 – 60	61 – 65
12958	6	000.01	.	82	006	010	00059	00137	▨								.	.

To delete bridge from inventory:

1. Enter bridge number on card 9,
2. Leave all other cards (1 through 6) blank.

8		
BRIDGE NO.	CARD NO.	DELETE BRIDGE POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK
1 – 5, 6	7	8 ▨
	9	▨

- 829

01

OREGON BRIDGE INVENTORY

OREGON STATE HIGHWAY DIVISION

Cards 1, 2, 3, & 4 on reverse side

SHEET 2 OF 2
DATE SUBMITTED
BY Stewart

Shaded items = minimum data for bridges not on FA system

6	7	9	10	
FEATURES INTERSECTED	FACILITY CARRIED	LOCATION	VERTICAL CLEARANCE	
			FT.	IN.
32	33 50	51 75	76 77	78 79
MAS CREEK	COUNTY ROAD 829	07.0 MI SW OF LYONS	15	00

11		11A	30	85	86	87	88		91					10A		47	47A	95		36		
									PAINT PROGRAM									FOR DESCRIPTION, SEE		SAFETY FEATURE		
ILE OST		ALTERNATE MILE POST	YEAR OF ADT	PRELIM. ENG. COST (THOUSANDS)	DEMOLITION COST (THOUSANDS)	SUB-STRUCTURE COST (THOUSANDS)	SUPER-STRUCTURE COST (THOUSANDS)	LEAVE BLANK	ZONE	TYPE STEEL	STEEL WEIGHT (TONS)	YEAR LAST PAINTED	YEAR NEED PAINTING	OPPOSITE VERTICAL CLEARANCE FT.	IN.	TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	OPPOSITE TOTAL HORIZONTAL CLEARANCE (TENTH FT.)	HWY. NO.	MILE POST	BR. RAIL	TRANS.	APR. G.R.
13	14	15 16 17 21 22	23 24	25 27	28 30	31 35	36 40	41	42	43	44 47	48 49	50 51	52 53	54 55	56 60	61 65	66 68	69 70 71 75 76	77	78	79
0.01		.	82	006	010	00059	00137									.	.		.	0	0	1

m inventory:

e number on card 9,

ther cards (1 through 6) blank.

DELETE BRIDGE
POSITIONS 8 THRU 80 NOT USED-LEAVE BLANK

OBEC CONSULTING ENGINEERS

PROJECT JORDAN COVERED BR. PROJ NO SHEET
CALCULATIONS BY STEWART MCCORNACK DATE 1-10- CHK'D BY DATE

SUGGESTED MAINTENANCE

- POST FOR "ONE WAY, TRUCKS & BUSES" - PERMANENT SIGN
- LOWER POSTED LOADING TO "5 TONS"

WHEN REPAIRS ARE SCHEDULED

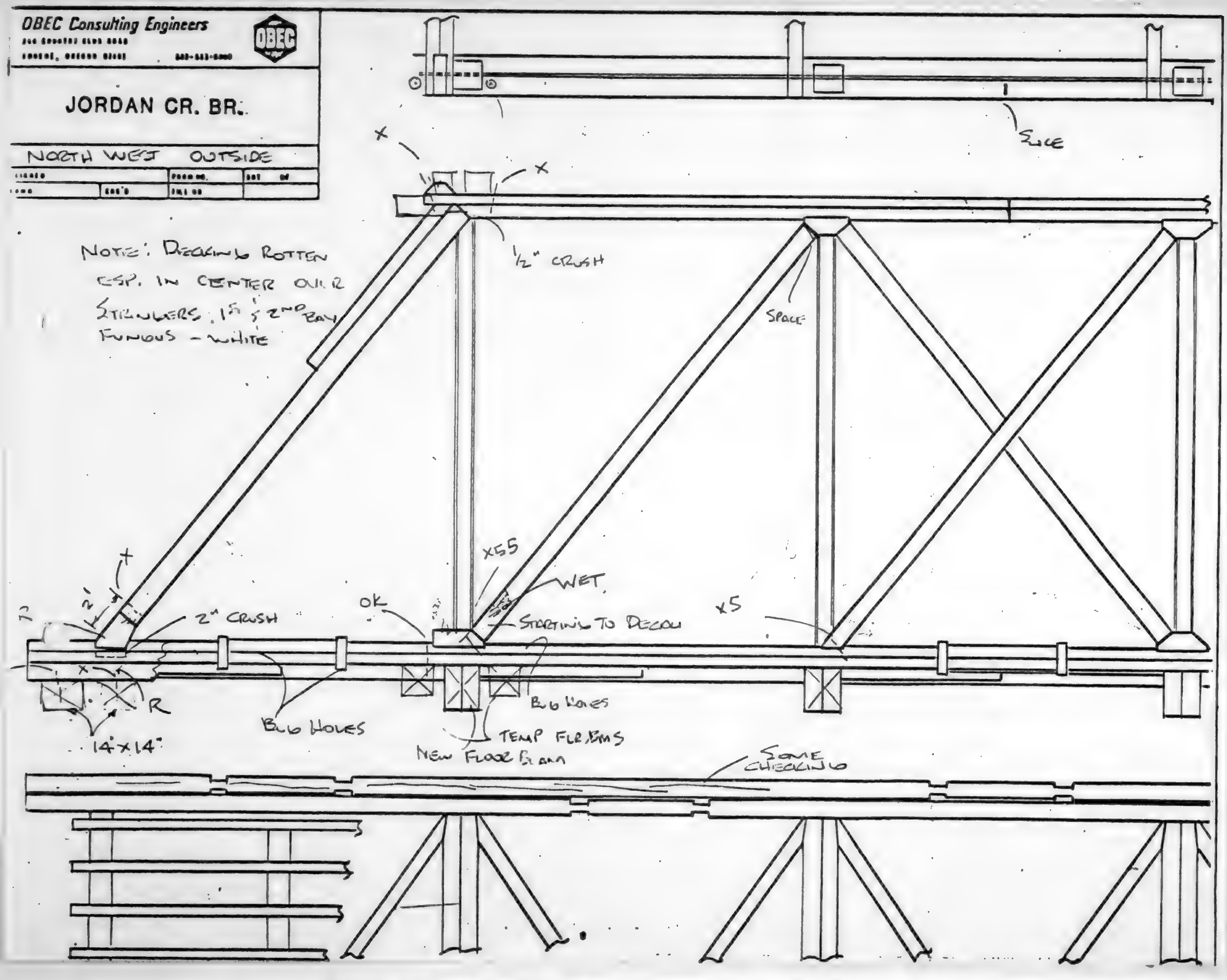
- CLOSE BRIDGE TO TRAFFIC
- REPLACE SILL CAPS - 2 - 14" x 14" EACH END FULL LENGTH APPROX 26' LONG
- REPLACE TRUSS BOTTOM CHORDS AT N.W. CORNER - *
- " " DIAG. POSTS AT LOU, N.W. CORNER - *
- " " TOP CHORD INSIDE TRUSS N.W. CORNER
- REMOVE AC SURFACE FROM DECK - EVALUATE DECK AND STRINGERS AND REPLACE AS NECESSARY.
- REPLACE DECK AC WITH RUNNING PLANK OR SIMILAR LIGHT WEIGHT SURFACE.
- PROVIDE DRAINS THRU OUT STRUCTURE.
- PATCH HOLES IN ROOF.
- KEEP BOTTOM CHORD FREE FROM DIRT & RATS NESTS ESP. AT BEARINGS.

* CONTINUE TO MONITOR SOUTH EAST CORNER AND SCHEDULE REPLACEMENT IN NEAR FUTURE.

OBEC Consulting Engineers

JORDAN CR. BR.

NORTH WEST OUTSIDE



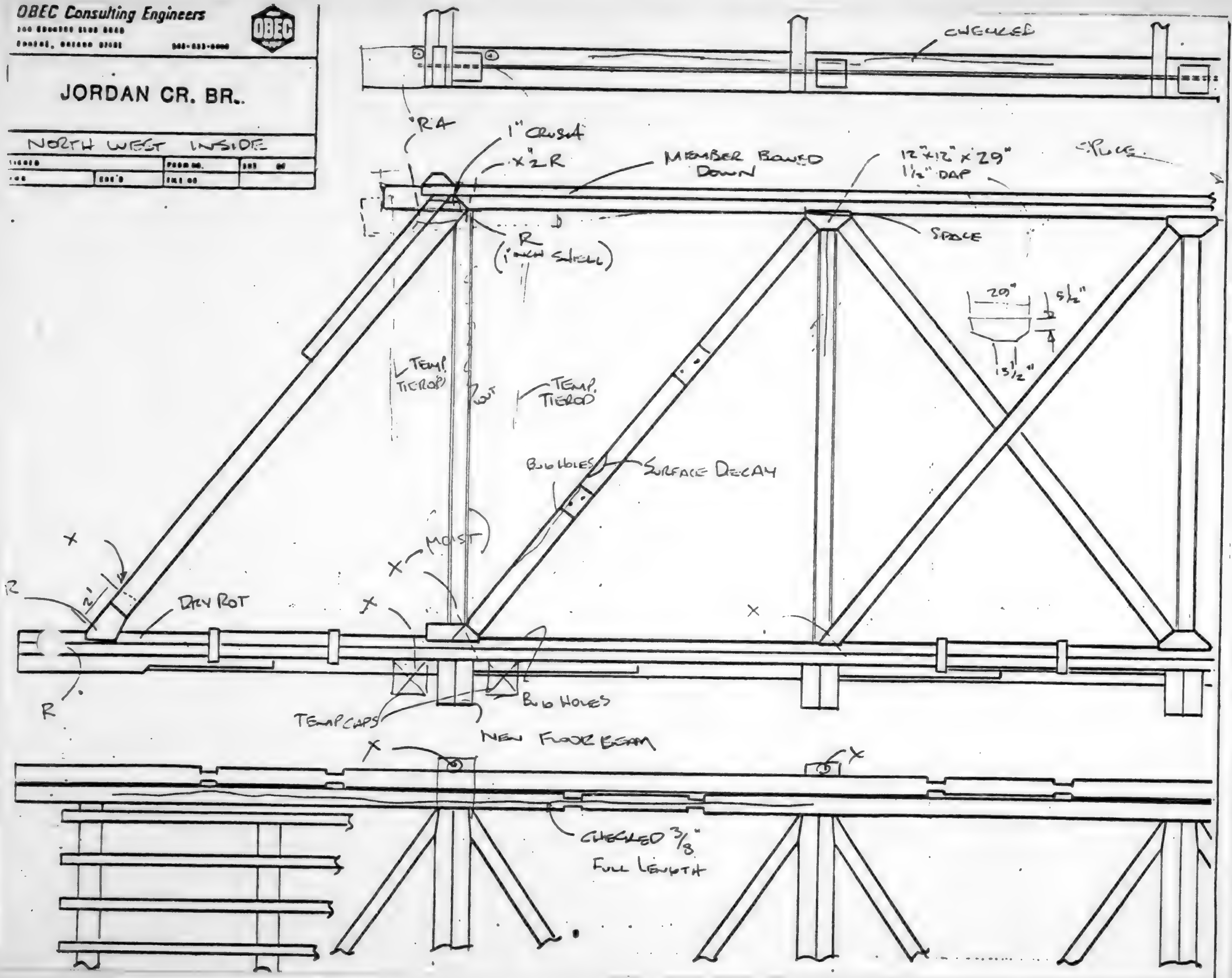
NOTE: DECKING ROTTEN ESP. IN CENTER OVER STRINGERS. 1ST & 2ND BAY FUNGUS - WHITE

X
X
SLICE
1/2" CRUSH
SPACE
X
2'
R
2" CRUSH
OK
X55
WET.
STARTING TO DECAY
X5
X
R
14"X14"
BUG HOLES
BUG HOLES
TEMP FLR. BMS
NEW FLOOR BEAM
SOME CHECKING

OBEC Consulting Engineers

JORDAN CR. BR..

NORTH WEST INSIDE

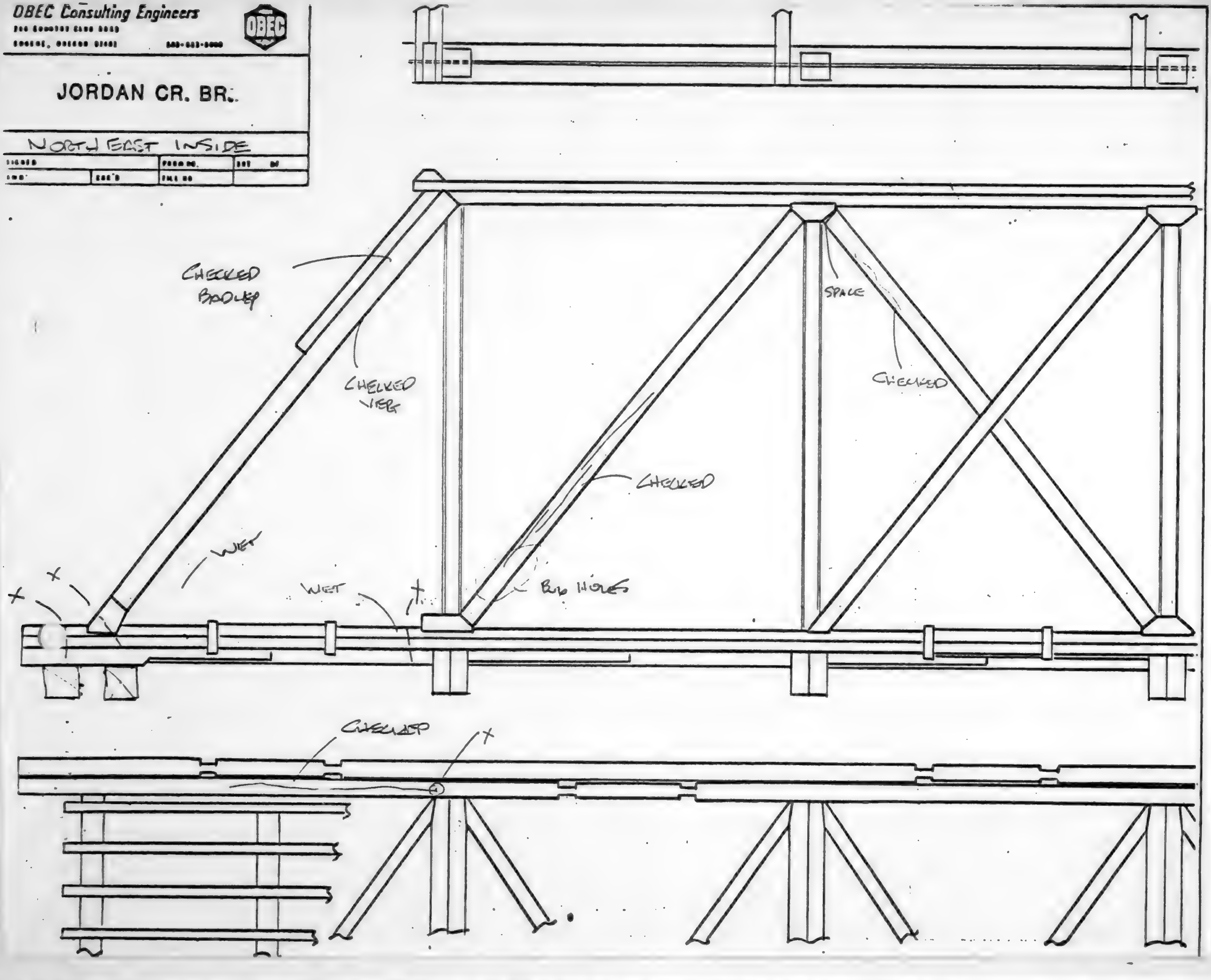

CHECKED
RA
1" CRUSH
X ½" R
MEMBER BOWED DOWN
12"X12"X29"
1½" DAP
SPLICE
SPACE
R
(1 INCH SHELL)
20"
5½"
13½"
TEMP. TIEROD
OUT
TEMP. TIEROD
BUG HOLES
SURFACE DECAY
X
R
2'
DRY ROT
X
MOIST
X
X
R
TEMP CAPS
BUG HOLES
NEW FLOOR BEAM
X
X
CHECKED ⅜" FULL LENGTH

OBEC Consulting Engineers
[illegible]
[illegible] [illegible]

JORDAN CR. BR.

NORTH EAST INSIDE

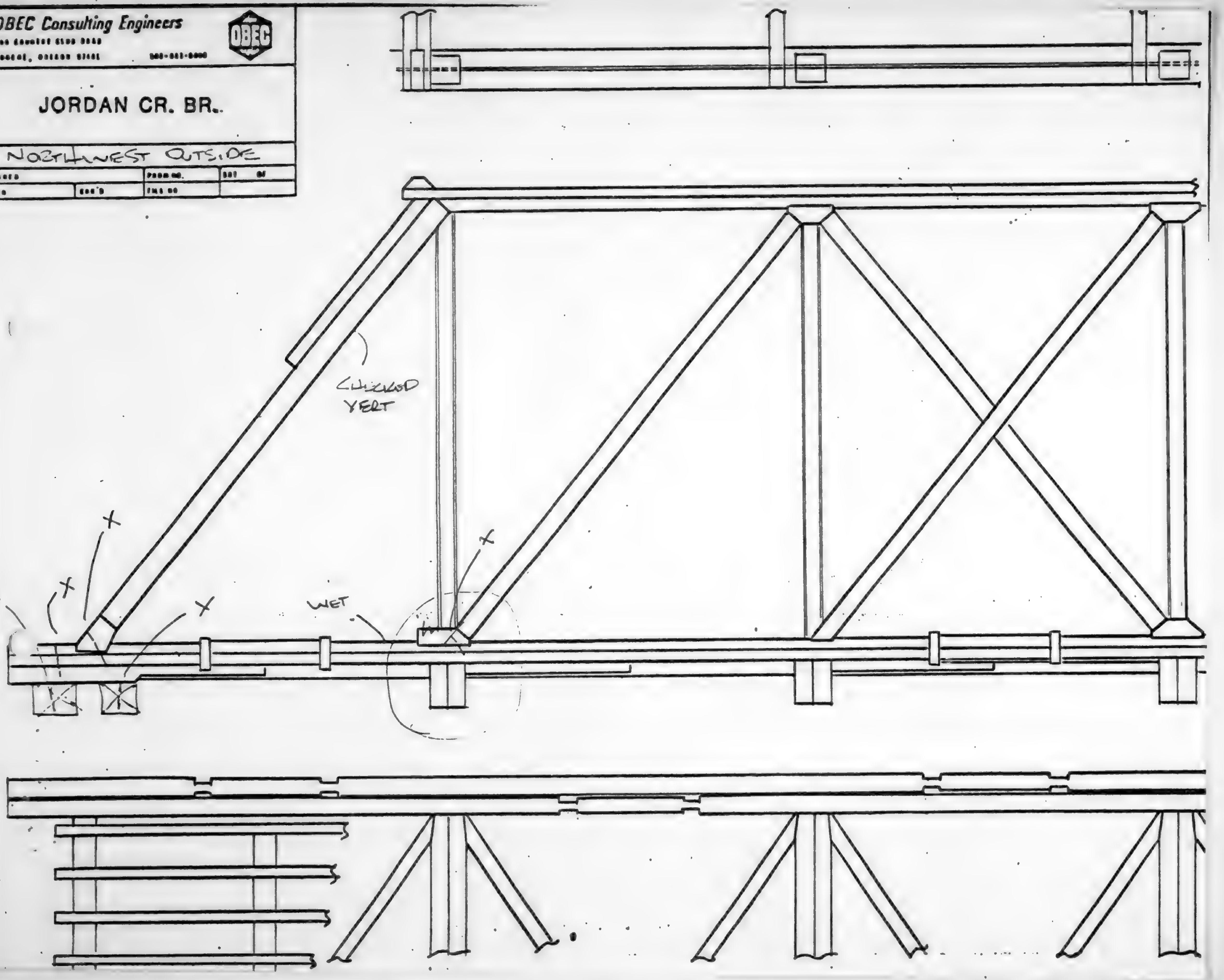
SIGNED	PROJ. NO.	SHT OF
DWG / CHK'D	FILE NO	


CHECKED BADLY
CHECKED VERY
SPACE
CHECKED
CHECKED
WET
WET
BUG HOLES
X
X
X
CHECKED
X

OBEC Consulting Engineers

JORDAN CR. BR.

NORTHWEST OUTSIDE

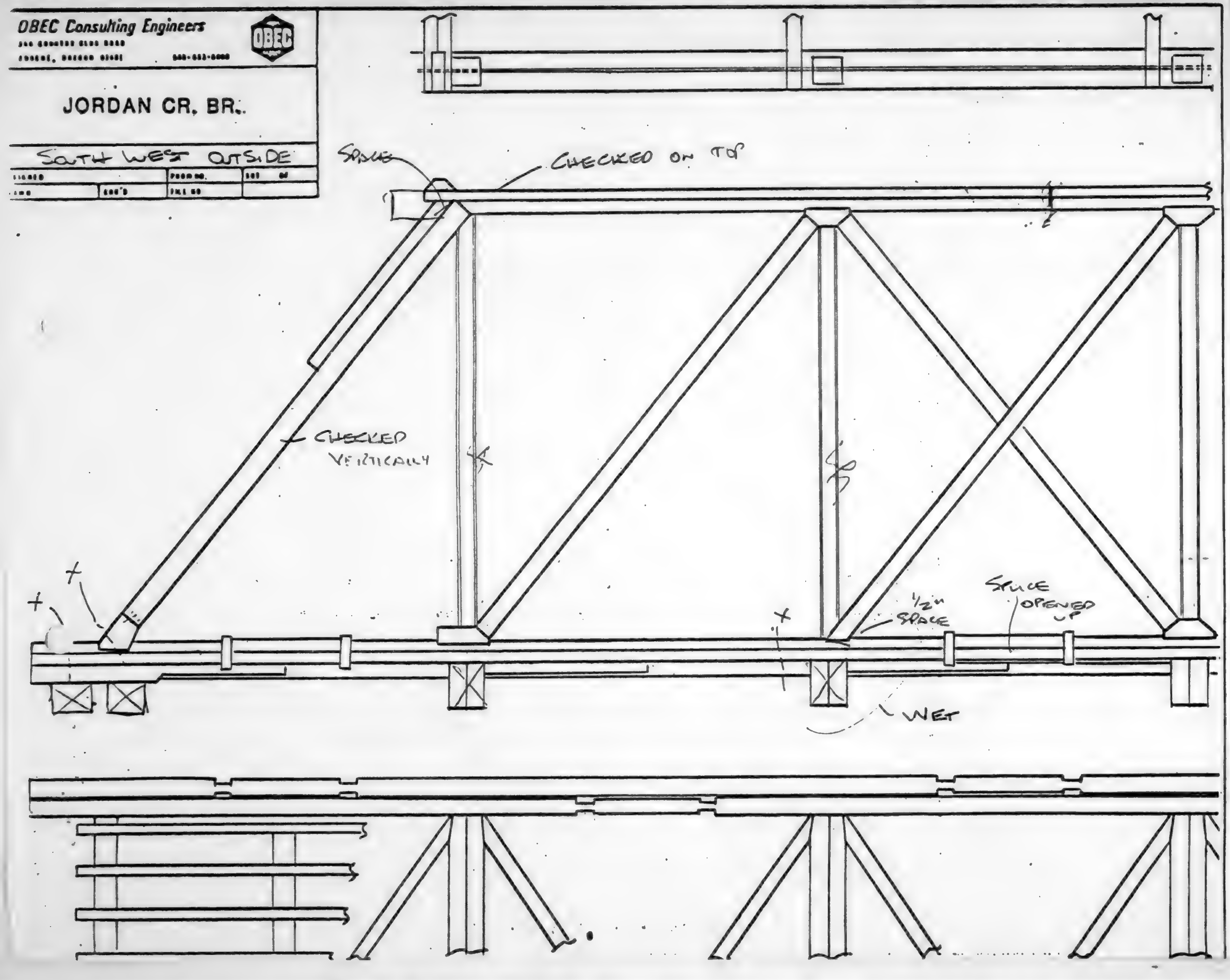

CHECKED
YERT
X
X
X
X
X
WET

OBEC Consulting Engineers

[illegible]
[illegible] [illegible]

JORDAN CR. BR.

SOUTH WEST OUTSIDE


SPLICE
CHECKED ON TOP
CHECKED VERTICALLY
+
+
X
1/2" SPACE
SPLICE OPENED UP
WET

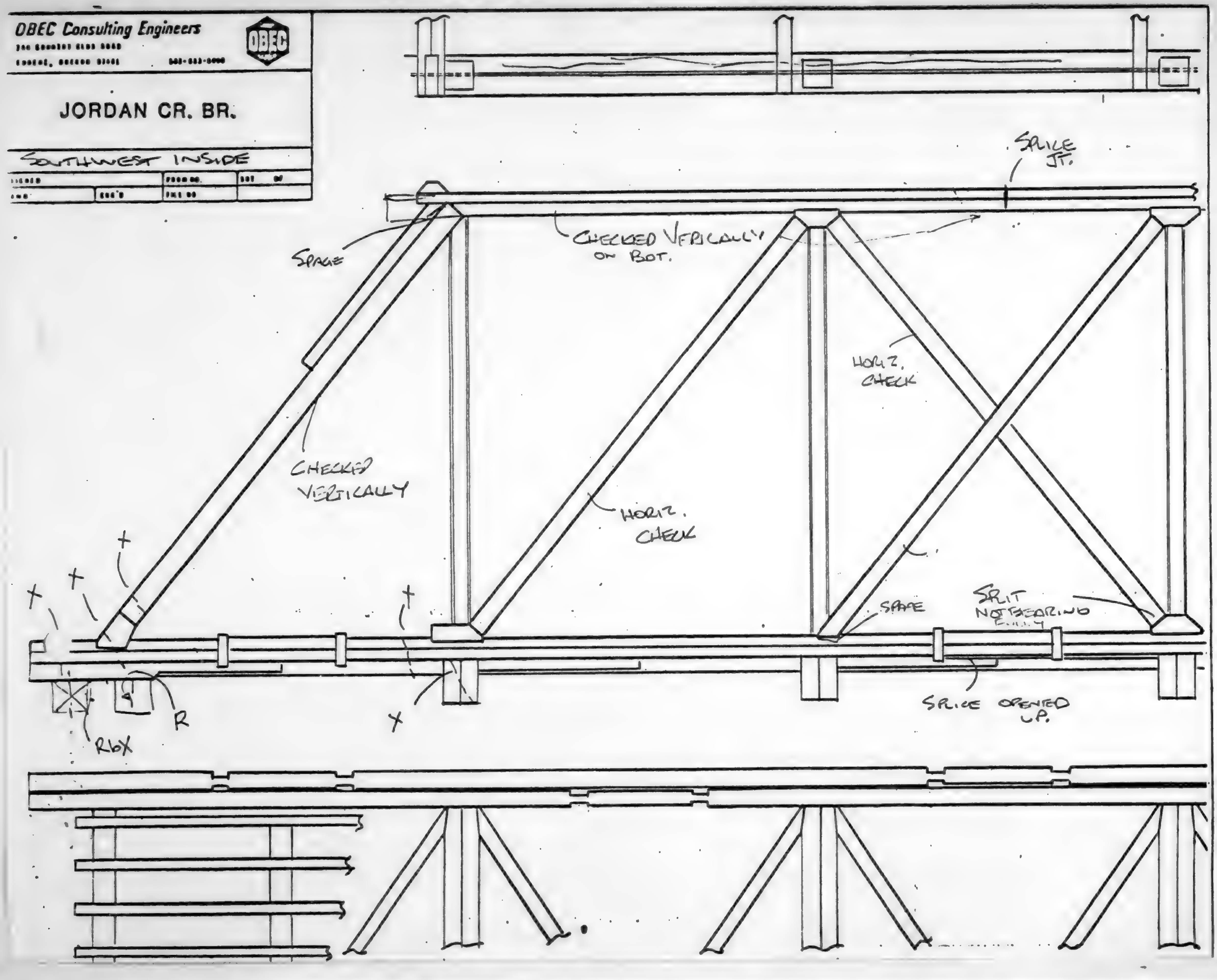
OBEC Consulting Engineers

[illegible]

[illegible] [illegible]

JORDAN CR. BR.

SOUTHWEST INSIDE


SPLICE JT.
CHECKED VERTICALLY ON BOT.
SPACE
CHECKED VERTICALLY
HORIZ. CHECK
HORIZ. CHECK
X
X
X
X
X
R
RbX
9
SPACE
SPLIT NOT BEARING EVENLY
SPLICE OPENED UP.

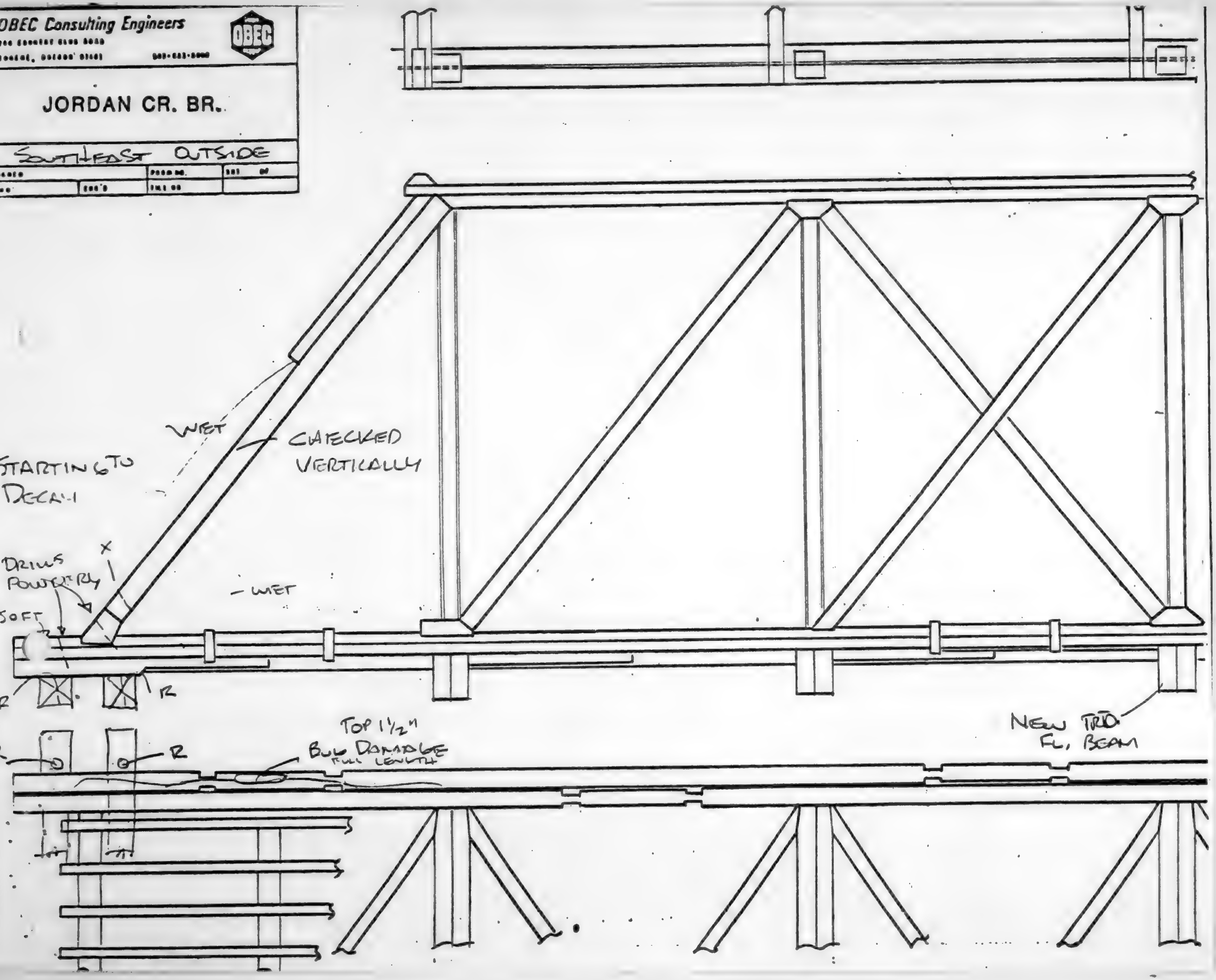
DBEC Consulting Engineers

[illegible]

[illegible] [illegible]

JORDAN CR. BR.

SOUTHEAST OUTSIDE

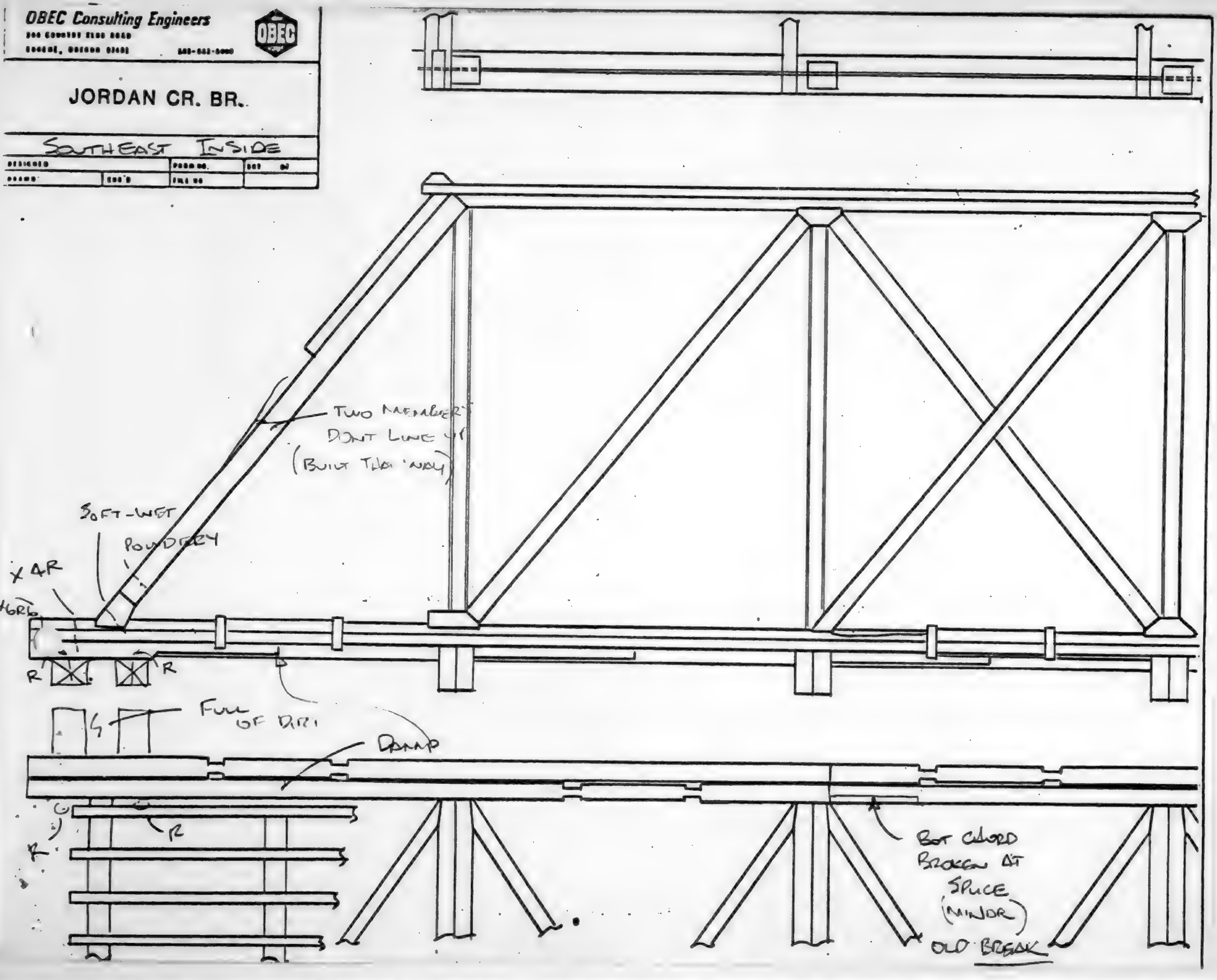

WET
CHECKED VERTICALLY
STARTING TO DECAY
X
DRILLS POWDERY
SOFT
— WET
R
R
TOP 1½"
BUG DAMAGE FULL LENGTH
R
R
NEW TRTD. FL. BEAM

OBEC Consulting Engineers
[illegible]
[illegible] [illegible]

JORDAN CR. BR.

SOUTHEAST INSIDE

DESIGNED	PROJ NO.	SHT OF
DRAWN	CHK'D	FILE NO



TWO MEMBERS DONT LINE UP (BUILT THAT WAY)
SOFT-WET
POWDERY
X 4R
HGRb
R
R
FULL OF DIRT
DAMP
R
R
BOT CHORD BROKEN AT SPLICE (MINOR)
OLD BREAK

REGION 2 ENGINEER
RECEIVED
☐ RLE JAN 21 1983 ☐ RBE
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ RFE

```
PMS-V2                    PROJECT INSTANT REPORT

PREFIX NO:2221974  F.A. PROJECT NO.BROS-2200(2)          DATE:18MAR83

SECTION:THOMAS CREEK (JORDAN RD.) BRIDGE #12958A
HIGHWAY:JORDAN RD.                             MILE POST:       LNG:   .2
COUNTY:LINN                  DISTRICT: 04 REGION:2  URBAN/RURAL AREA:R
CITY:                        HWY NO:2022  RT:       FAN:OFF-SYS

PROGRESS:
  COMMISSION ADOPTION:         13FEB79           STAGE OF ENGR:PSEDOC
  ASSESS. CATEGORY:            3EA              ENGR BY OTHERS:
  A-95 STATUS:                 EXEMPT

  ANNUAL PROGRAM ITEM NO.      90040           FHWA PROG. APPR:
  P.E. AUTHORIZATION:          13DEC78
  R/W AUTHORIZATION:           N/A

STATUS:                                       PROGRESS:
  RECONNAISSANCE:                N/A               MONTH:
  DRAFT E.I.S.                   N/A              STATUS:  INCL
  CORR. APPR.,FINAL E.I.S.       N/A
  FIELD SURVEY:               (::)COMPL
  PRE-DESIGN/DRAFT E.I.S.        004.0
  DESIGN APPR.,FINAL E.I.S.      004.0
  R-W DESCRIPT:               (::)N/A
  R/W ACQUISITION:            (::)N/A
  PSE DOCUMENTATION:
  STOP-DATE:

ESTIMATES:
  PRE. ENGR:     18,000
  R/W:                       WORK: G-P-STRUCTURE
  CONST:        473,000

PROGRAMING:                                   EST. COMPL. DATE: 10DEC82
  YEAR PAST:                                            CONTROL:
  CURRENT PROG:                                    LETTING DATE:
  FUNDING      :HIGHWAY BRIDGE REPLCMNT (OFFSYSTEM)

HISTORY:
1080 F1QTR86
```

10,05

CON 19-4-
Thomas

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
LOC 17
222-1974

TO: C. O. Fredrickson
Region II Engineer

DATE: September 28, 1982

FROM: Frank E. Terpin
Location Engineer F.E.T.

SUBJECT: Thomas Creek (Jordan) Bridge
Linn County Road #828
Linn County
Prefix 222-1476 & 222-1974

NOTED
E. S. HUNTER

The following data for the subject project are being transmitted to your office. We understand that it is an inactive project due to funding program limitations:

2	Rolls	Detail Map (Film Copy)
1	Roll	Profile
1	Roll	X-Sections
1	Envelope	Correspondence & Weekly Reports
1	Folder	Cost Estimate Calculation & Design Data
1	Letter	To Terpin from Watson
1	Set	Photographs
1	Book	Field notes (cannot be located at present)

Accounting records show the following expenditure as of July 15, 1982:

Prefix 222-1476	$ 304.98
Prefix 222-1974	10,409.54
Total	$10,714.52

The Federal-Aid Program is now approved for:

P.E.	$ 14,500	
Arch. Salvage	500	
	$ 15,500	Through Design Approval

The current Authority for Survey is written for $10,600. If the project is re-activated, additional authorization will be required for the work necessary to produce a FONSI and final design.

FET:PVL:ge
Enclosures

cc E. S. Hunter
D. R. Adams
Phil Stearns
H. Reynoldson
Walt Hart
D. H. Moehring
R. T. Ewen

RECEIVED
TECHNICAL SERVICES
SEP 29 '82
REFER TO
FOR
Info Inves R/D D/R Sign Act File

10,032

222-1947

STATE OF OREGON

INTEROFFICE MEMO

TO: D. H. Moehring
ASSISTANT STATE HIGHWAY ENGINEER

DATE: February 2, 1982

FROM: Phillip O. Stearns Phil Stearns
REGION FEDERAL AID SPECIALIST

SUBJECT: Thomas Creek (Jordan) Bridge
Linn County

Attached is a letter from Linn County Engineer Willis Grafe requesting a change in the design of subject structure.

Please forward Mr. Grafe's request through channels for appropriate action.

POS/rgb
Attch.

2-4-82
Sent to Bridge
DAS

LINN COUNTY ROAD DEPARTMENT
3010 Ferry Street, SW
Albany, Oregon 97321
Phone 967-3919

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

January 25, 1982

Phillip O. Stearns
Region II Federal Aid Specialist
2960 East State Street
Salem, Oregon 97310

RE: Jordan Bridge (C.R. #829)

Dear Mr. Stearns:

On December 7, 1977 we submitted to you a project application for replacement of the Thomas Creek (Jordan) bridge as a Safety-Off system project.

With the expiration of the Safety-Off system program, we modified the request by letter of September 12, 1978 and formal request of September 13, 1978, to include only preparation of bridge plans and specifications under ORS 369.210.

We now come with a further modification to this application to meet new developments and needs.

The present bridge continues to deteriorate, and has reached a condition where replacement will be necessary at an early date. It has become necessary to place a 12 ton load limit on it.

The Federal Highway Administration is presently soliciting bids on Forest Highway Project 23-2(1) Garland Bridge section of the South Santiam Highway, and has, in the project spectifications, made the present structure available to Linn County. Included in the FHWA documents are the 1931 plans of the existing structure, a 100' steel pony truss which is listed as State Bridge No. 1577, drawings No. 4190, 4191, 4192, and 4180.

We propose to utilize this truss as a replacement for the existing Jordan bridge, and will construct it as a county contract, similar to the one built for the City of Idanha in 1976. With this in mind we are hereby soliciting your assistance in preparing plans for the project on the same basis as requested in September, 1978,

You should find in your records a substantial amount of preliminary engineering data obtained in 1979 which should be adequate for at least an initial approach to the problem.

The steel truss in question is wider and longer than the present Jordan covered bridge, and, as a pony truss has a significantly greater dimension from pier top to deck, so it will be necessary to construct new piers as part of the project.

A further complication in the utilization of the steel truss at the Jordan site is the 3/4" per foot slope on the deck, occasioned by the present location on a six degree curve.

We would be favorably disposed toward two possible solutions to the lateral slope as follows:

1. An alinement change placing the north end of the truss upstream from the present location, thus placing it on a curve which would utilize the super to some degree, depending on the curve used.

2. Placing the truss on essentially the present alinement and leaving one truss lower than the other. The roadway could then be supported by a system placed upon the 33"x125# I floor beams.

Since no date of availibilty can be established for the truss, we anticipate that a contract for construction would not be appropriate until the 1983 construction season, and will appreciate your placing it on a schedule which will make that possible.

Sincerely,

Willis R. Grafe
Linn County Engineer

WRG:bjr

10,052

W-12

STATE OF OREGON **INTEROFFICE MEMO**

DEPT.

TELEPHONE

TO: Jim Dixon
Region 2 Supervisor

DATE: December 3, 1979

FROM: Adele L. Egan
R/W Office Unit Supervisor

SUBJECT: File 50671
Thomas Creek (Jordan) Bridge Sec. 505
Jordan County Road
Linn County

Attached are two copies of one original Option form covering right of way to be acquired in connection with the Thomas Creek (Jordan) Bridge Section of the Jordan County Road in Linn County.

The distribution number to be used for the acquisition of this file has not been assigned.

Do not appraise or negotiate until notofied by Frank Lowe.

Please send cost estimates for programming purposes to Frank and submit a Relocation Plan to the Relocation Supervisor if one is necessary.

Enclosed for your information are copies of the Authorization List and Mr. Wakerlig's letter of November 29, 1979.

We are attaching three prints of map 1R-4-713 covering this area and bearing our date of December 3, 1979.

File No.	Name	Area
50671	Henry & Josephine Thomas (Carl V. Hendricks et al, C.P.)	135 sq. ft. 435 sq. ft.

AC:jc
Enc. (4) Options, etc.

cc: C. O. Fredrickson - 2 prints
✓ Local Government - Don Harwell
Appraisal - 1 print & Auth. List
F. Lowe
Title - 1 print
A. Riveness - Exhibit

PROJECT MANAGEMENT BRANCH
ASHE ☐ STE ☐
PLE ☐ RE ☐ PRE ☑
DEC 5 1979
REFERRED TO HA
FOR
FILE: PM FA LG.

Dec 11

OCR 19-1
Thomas
Creek

July 30, 1979

Linn County
Board of Commissioners
Courthouse
Albany, OR 97321

Attention: County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 6981

Gentlemen:

Attached for your records is a fully executed copy of an agreement to construct the Thomas Creek Bridge Section of Jordan Road in Linn County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Don Harwell (Agreement attached)

STATE OF OREG INTERO CE MEMO

O: H. S. Coulter
State Highway Engineer

DATE: February 1, 1979

FROM: Gerald W. Wimer
Local Government Manager

SUBJECT: Thomas Creek (Jordan Road) Br.
Linn County

Linn County is requesting the construction of a reinforced concrete bridge approximately 200 feet long and with a roadway 30 feet wide. Approaches are to be done by contract. County will sign and stripe project. No additional R/W. Construction engineering by State. P.E. was approved on October 24, 1978. See attached sketch for location.

Jurisdiction	Section	Total Funds	Federal Funds	Local Funds
Linn Co.	Thomas Creek (Jordan Road) Br.	$240,000	$211,200	$28,800

The region and this office have investigated this proposed project, confirming its validity and financing under the SOS program. I recommend your approval and request you authorize this project under delegated authority.

Approved:

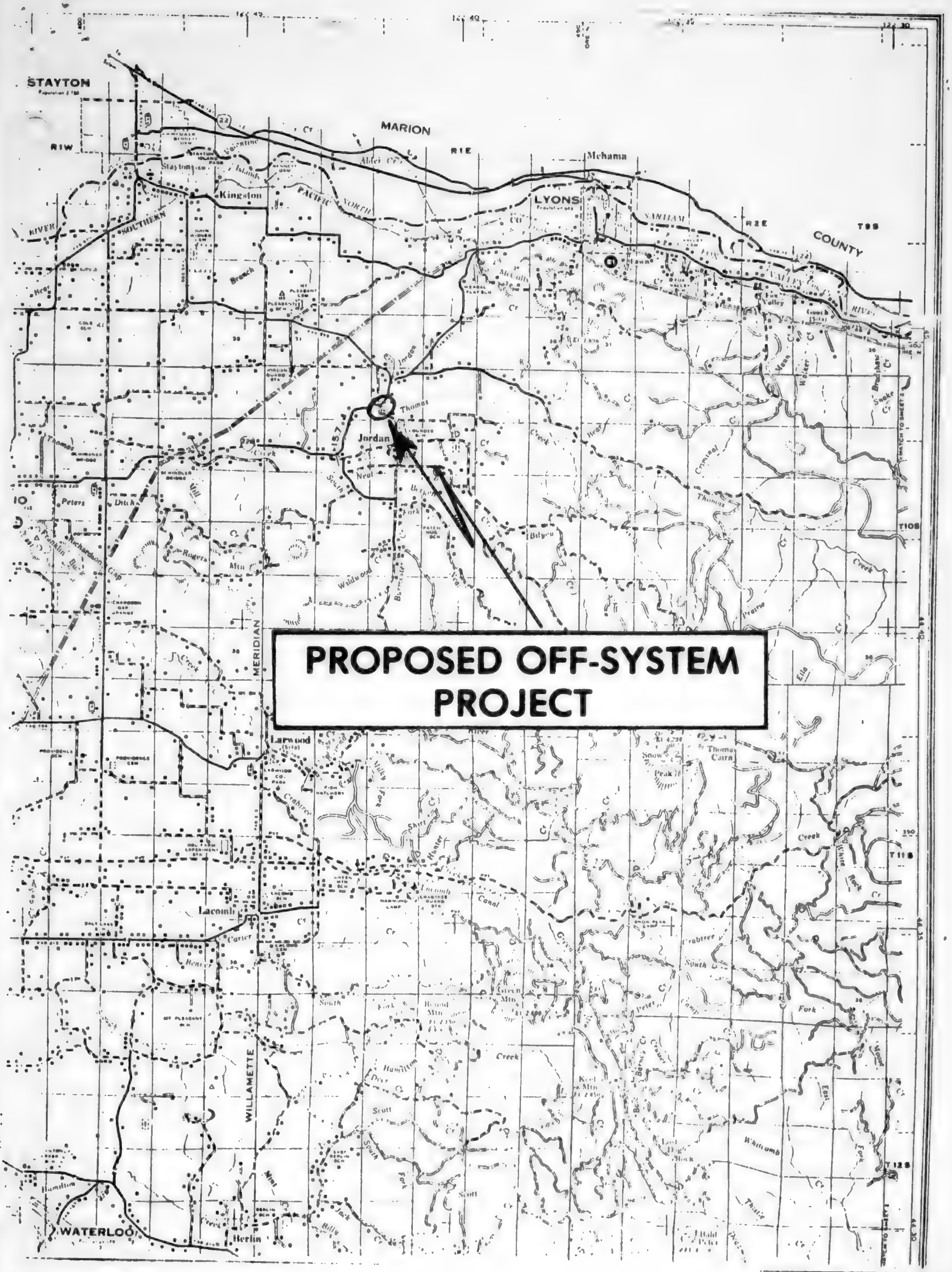
H S Coulter
State Highway Engineer

Date 2-13-79

2-14-79
Orig to Head
of Mocking

HR:dmc
Att.

81-125-1387



STAYTON
MARION
R1W
R1E
R2E
Mehama
Kingston
LYONS
SANTIAM
COUNTY
RIVER
SOUTHERN
PACIFIC
NORTH
Branch
Jordan
Thomas
Creek
Neal
Peters
Ditch
Rogers
Mtn
Richardson Gap
Franklin Butte
MERIDIAN
Larwood
Crabtree
Lacomb
Canal
Snow Peak
Roaring River
WILLAMETTE
South
Fork
Round Mtn
Hamilton
Scott
Whitcomb
T9S
T10S
T11S
T12S
WATERLOO
Berlin

PROPOSED OFF-SYSTEM PROJECT

Conc 19-1
Thomas Cr.

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
The Oregon Division - Salem

SUBJECT: Oregon Project SOS-2200(2)
Thomas Creek (Jordan) Br. Section
Linn County

DATE: July 9, 1979

In reply refer to: HFO.8-OR

FROM : G. L. Green, Division Administrator

TO : ✓Mr. H. S. Coulter, State Highway Engineer

Request for Program Change (PR-9) submitted with Mr. Swan's letter of March 2, 1979, to add the construction phase is being returned without action.

Construction phase will be approved upon adoption of the Final Negative and availability of funds.

G.K. Hosner
for G. L. Green

Attachment:
PR-9

cc:
OSHD(H Reynoldson)
OSHD(B Gifford)
OSHD(D Swan)

7/10

RECEIVED
STATE HWY ENGR
JUL 10 '79
REFER TO.
FOR
Info | Inves | R/D | D/R | Sign | Act | File

MONTHLY TRANSACTION NO.	FORM PR-9 (REV. 4-61)
DATE SUBMITTED TO W.O.	

Budget Bureau No. 41-

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65			FUTURE (66) (70)	YEAR (71) (72)	REGION (74) (75)	STATE NAME
2		Co. Rd., Approx. 1 mi. N. of Jordan	ADT	DHV 35 320	--	--	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28 62	NATL. FOREST (63) (65)	FM ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	FL AUTH YR 74 75	PREFIX LETTER(S) 14 23	NUMBER- 7
3	. P.E., One Bridge								SOS	2200

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME		
4	Safer Off-System Roads	Linn		
	NAME OF URBAN AREA 17-31	F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE
	--	Non	N	Non	(32) Co

CARD	LINE NO.	CHNG CODE	PRO-JECT COUNT	WORK CL.	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	Co. FUNDS	
1	(1 of 8)	16	41	42	43 - 46	52					(54) (58)	(59) (66)	(67) (76)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	90040	SOS-2200(2)	"Thomas Cr. (Jordan) Bridge Section"	0.08	25,000	21,442	3,558	Prel phas salv
										PROJECT TOTAL	0,08	25,000	21,442	3,558	
5					PE ROW CONST X081		RE-QUESTED REVISION Safety	90040	SOS-2200(2)	"Thomas Cr. (Jordan) Bridge Section"	0.08 0.08	25,000 231,500 (16) (23)	21,442 198,558 (24) (33)	3,558 32,942	P.E. eolo Co Co Ad
										PROJECT TOTAL	0.08	256,500	220,000	36,500	

PROJECT COST

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	
1	COLUMN 14 ——→ CODE 11	CODE 2	

REASON FOR CHANGE:

To add the construction phase

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED	A
10-13-78	DATE March 20, 1979	DATE	DATE
OTHER: 12-13-78 1-3-79	SIGNATURE	SIGNATURE	SIGNATURE
	Federal Aid Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

tion no.

w.o.

er	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approx. 1 mi. N. of Jordan	ADT	DHV 35 320	FUTURE --	YEAR --	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN. CODE 678	ITEM NO. 90040

f PROPOSED WORK (35 spaces): ne Bridge

NATL. FOREST:

FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO: SUPV AGCY: DA CLASSIF.: DA AREA: EMERG. YR.: PL AUTH YR:

PROJECT NUMBER: PREFIX LETTER(S): NUMBER-AGR. NO.: SOS- 2200 (2)

I PROJECTS ONLY: POST MI. MI.: DESIG.:

eral FUNDS 1: ff-System Roads

COUNTY NAME: Linn

CODE: 043

n AREA:

F.A. SYSTEM: Non

RTE NO.: N

FEDERAL AID: Non

STATE: Co. Rd.

U.S.: ---

WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST Co. FUNDS	CHARACTER OF PROPOSED WORK
	PE ROW CONST		ITEM AS NOW PRO-GRAMED	90040	SOS-2200(2)	"Thomas Cr. (Jordan) Bridge Section"	0.08	25,000	21,442	3,558	Preliminary engineering all phases incl. archeological salvage.
						PROJECT TOTAL	0.08	25,000	21,442	3,558	
	PE ROW CONST X081		RE-QUESTED REVISION Safety	90040	SOS-2200(2)	"Thomas Cr. (Jordan) Bridge Section"	0.08 0.08	25,000 231,500	21,442 198,558	3,558 32,942	P.E. all phases incl. archeological salvage. Const. 200' reinforced Conc. br. & approaches Adj. util. as required
						PROJECT TOTAL	0.08	256,500	220,000	36,500	

PR-9 has been submitted 7 days. Yes ☐ CODE 11

PROJECT WITHDRAWN YES ☐ CODE 2

REASON FOR CHANGE:
To add the construction phase

ting into two or more projects. Prepare a form PR-1 for all resulting from such action.

roval:
10-13-78

12-13-78
1-3-79

-over-

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE March 2, 1979	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Federal Aid Engineer	TITLE	TITLE

sfer from one class of project to another, or covers joint financing, show both classes of funds involved.

THIS FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48803-P61

Thomas Creek (Jordan) Bridge Section
Project No. SOS-2200(2)

Remarks continued: Revise project data to include the construction phase as follows:

Remove existing structure and construct on existing alignment 200-foot reinforced concrete bridge with 30 foot roadway and grade and pave approach roadways. Adjust utilities as required.

10,032 5-10-77 222-1974- C

Thomas Creek Bridge at Jordan

Linn County

LOCATION NARATIVE

History

The original Authority For Survey was submitted February 16,1978 for the replacement of Thomas Creek bridge at Jordan existing structure within the present route alignment. The existing structure is a Howe truss covered bridge with timber trestle approaches. The present structure was constructed in 1937 and has survived several major floods with no known resultant damage. The timber approach spans were replaced a few years back. Vandals have damaged the roof and siding, allowing moisture to enter causing the untreated wood deck to rot. The bridge is showing structural distress and functional obsolescence. The structure has considerable truck traffic.

Project Termini

The project begins at station 9+96 and terminates at station 12+65.70.

The existing roadway is to be overlaid and widened from station 9+96 to 10+14. The section from station 10+14 to station 10+43.70 and station 12+05.70 to station 12+65.70 will be reconstructed to match new grades and additional width. Also improvement of guardrail runs will be made. Lastly, the existing covered bridge will be removed and a new bridge constructed.

Temporary Protection and Direction of Traffic

Northbound and southbound traffic of County Road 829 can be detoured via the Hannah Bridge crossing of Thomas Creek on the Bilyeu Creek Road which provides easy access to Jordan area traffic during construction.
The Hannah Bridge is Approximately 1.6 miles west of the project along Oregon 226. A suggested plan for detour and construction signing accompanies the location data.

Utility Conflicts

Only one possible conflict is with P.P.L. power pole right of "P2" station 9+66 and attached guy wire that enters the ground right of "P2" station 9+70. Pole has no identity tags. There are no utilities on existing bridge, nor do we expect any need on the new bridge in the forseeable future.

Right-of-Way

Additional right-of-way or a permanent easement will be required, at left of station 10+14 to station 10+34, a triangle of 0.0 feet at

Right-of-Way Continued

station 10+14, 25.0 feet at station 10+16, and 0.0 feet at station 10+34. At right of station 10+02 to station 10+24, a triangle of 10.0 feet at station 10+02 to 0.0 feet at station 10=24 will be required. The additional area of 250 square feet left and 100 square feet right is needed to develop the proper turning radii onto State Highway 226 and to accommodate the guardrail. This property is owned by Carl W. & Teresa A. Hendricks, tax lot 1101 273-436.

Horizontal Alignment

The actual alignment duplicates that of the existing road. Coordinates for this project are assumed local coordinates. Local coordinates were assumed due to the impracticality of locating any control points near enough to economically tie to the project. The only ties made were to county road reference points adjoining the project. The county had no data other than a drawing showing the location of these points and ties to a distant property corner.

Vertical Alignment

The proposed grade is approximately one foot above the existing grade over the bridge, and matches existing grades at both ends of the project. The grade was raised to accommodate the larger cross-section of the proposed structure without materially reducing the stream cross-sectional area.

Elevations are local assumed elevations due to lack of established benchmarks in reasonable proximity to the project. A temporary benchmark with an assumed elevation of 100.00 feet was established near the northerly end of the guardrail on the northwest corner of the bridge.

Typical Section

The main typical section as proposed is as follows:

$1\frac{1}{2}$" future A.C. wearing course
2" Class "B" or "C" A.C. wearing course
2" Class "B" or "C" A.C. base course
13" of $1\frac{1}{2}$"-0 aggregate base material

Standard pavement width is 30 feet, incorporating two travel lanes each 11 feet wide and two paved shoulders each 4 feet wide.

The standard width varies as follows:

Station 9+96 to 10+14, varies from 134 feet to 61 feet
Station 10+14 to 10+44, varies from 61 feet to 30 feet
Station 10+44 to 12+06, is 30 feet
Station 12+06 to 12+31, varies from 30 feet to 36 feet
Station 12+31 to 12+66, Varies from 36 feet to 18 feet

Typical Section Continued

Variations from typical depths are as follows:

- Station 9+96 to 10+14 is mostly overlay
- Station 10+14 to 10+24 is standard
- Station 10+24 to 10+44 is 1½" future wearing course, 2" wearing course, 12" reinforced concrete bridge end panel, and 3" of 1½"-0 aggregate base.
- Station 10+44 to 12+06 is 1½" future wearing course, 1½" wearing course, ½"± asphalt rubber chip seal, and 1" A.C. leveling course over channel beams and and slabs of bridge.
- Station 12+06 to 12+26 is the same as station 10+24 to 10+44.
- Station 12+26 to 12+66 is standard, Matching existing at station 12+66

Drainage

A 50' by 24" culvert is proposed from station 12+00 to 12+50, 24' left of centerline. This culvert is planned to prevent observed erosion in ditch because of steep gradient.

Proposed Structure

The proposed bridge will utilize with modifications, the existing piers at bents #2 and #3. Bents #1 and #4 will require spread footings, this is based on the apparently solid basalt near the surface. Foundation investigation has been requested but no drill logs have been made at this time to verify observations.

Spans #1 and #3 will be prestressed slabs 48" wide by 21" deep. Span #1 will need 8 slabs of 42 foot length each, and span #3 will need 8 slabs of 30 foot length each.

Span #2 will be 8 prestressed channel beams 48" wide by 51" deep by 90 feet long.

A future 1½" A.C. wearing course, a 1½" A.C. wearing course, a leveling course of 1" A.C., and a rubberized chip seal will be placed the entire length of bridge deck.

Linn County has requested the new structure be covered so as to maintain the rustic nature of the area.

Jordan Bridge is one of five covered bridges spanning Thomas Creek in Linn County. The Oregon State Historic Preservation Office has Determined that nearly all covered bridges are eligible for the National Register of Historic Sites. Local citizenry has pressured the Linn County Board of Commissioners to preserve all such structures. Linn County's request for a covered bridge design is intended to subdue local opposition. Construction of the bridge with or without covering will

Proposed Structure Continued

relieve heavy loads from another covered bridge 1.6 miles downstream thereby lengthening its life.

Materials

All surfacing materials can be obtained from nearby commercial sources, Stayton 10 mi., Albany 24 mi., and Lebanon 21 mi.

There will be approximately 300 cu. yd. excess general excavation to be disposed of off project in a manner approved by the engineer.

Special Provisions

Clearing and grubbing and watering will be incidental to the earthwork, and no separate payment will be made.

Asphalt tack and asphaltic cement shall be incidental to the paving, and no separate payment will be made.

Hydraulic Data

Hydrologic and Hydraulic data was limited to the immediate area of the structure to hold down costs of survey. Because of no changes in stream cross-section, and the fact that the existing structure has survived several major floods, it was deemed unnecessary to pursue. The high water mark shown on the profile is thought to be that for the 1978-79 season, although the evidence is not positive.

J. M. Martin
Resident Engineer

10,032

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street, SW
ALBANY, OREGON 97321

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

April 10, 1979

Phillip O. Stearns
Region Federal Aid Specialist
Oregon State Highway Division
2960 E. State Street
Salem, Oregon 97310

RE: Thomas Creek (Jordan)
Bridge Project
SOS - 2200 (1)

Dear Mr. Stearns:

It has come to our attention that the Safety Off Systems program will probably not receive a new appropriation and for that reason will be phased out for lack of funds.

Please continue the Preliminary Engineering work covered under the agreement transmitted to you with our December 20, 1978 letter.

Sincerely,

Willis R Grafe
Willis R. Grafe
Linn County Engineer

WRG:bt

Reyn Olson TAA

W

cc D Christensen [illegible]

10,032

3.77

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Thomas Cr. (Jordan) Bridge UNIT OR PART ________ Sheet 1 of 2
HIGHWAY County Road 829 PREFIX 222-1974-901 COUNTY Linn

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
1	110	Mobilization	Lump Sum	100%	2,000.00	2,000.00
2	111	Temporary Protection & Direction of Traffic	Lump Sum	100%	500.00	500.00
3	111	Temporary Signs	Sq. Ft.	194.00	6.00	1,164.00
4	111	Temporary Barricades, Type III	Each	8.00	125.00	1,000.00
5	111	Flagmen	Hour	100.00	20.00	2,000.00
6	202	Removal of Structures and Obstructions	Lump Sum	100%	1,000.00	1,000.00
7	203	General Excavation	Cu. Yd.	317	4.50	1,426.50
8	206	Trench Excavation	Cu. Yd.	23	15.00	345.00
9	222	Finishing Roadbed and Slopes	Lump Sum	100%	500.00	500.00
10	304	$1\frac{1}{2}$" Aggregate Base	Ton	301	10.00	3,010.00
11	403	Class "B" or "C" Asphalt Concrete	Ton	145	25.00	3,625.00
12	603	24" C. M. P. Culvert	Lin. Ft.	50	23.50	1,175.00
13	606	Guard Rail, Type 2A	Lin. Ft.	62.50	25.00	1,562.50

LOCATION COST ESTIMATE AND QUANTITY SUMMARY

SECTION Thomas Cr. (Jordan) Bridge UNIT OR PART ____ Sheet 2 of 2
HIGHWAY County Road 829 PREFIX 222-1974-901 COUNTY Linn

ITEM NO.	SPEC. NO.	ITEM DESCRIPTION	UNIT	TOTAL QUANTITY	UNIT PRICE	AMOUNT
14	606	Guard Rail, Type 3	Lin. Ft.	100.00	35.00	3,500.00
15	606	Guard Rail Anchors, Type 1	Each	4	300.00	1,200.00
16	606	Rail End Pieces, Type C	Each	4	150.00	600.00
						$24,608.00
		Engineering and Contingencies			20%	4,921.60
						$29,470.20
		STRUCTURE				
17	202	Bridge Removal Work	Lump Sum	100%		
18		New Structure	Lump Sum	100%		358,000.00
19	508	Reinforced Concrete Bridge End Panels	Sq. Yd.	134.00	50.00	6,700.00
20	406	Asphalt-Rubber Chip Seal	Sq. Yd.	540.00	15.00	8,100.00
		Engineering and Contingencies			20%	
		Above figures do not include R/W aquisition.				

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

March 2, 1979

TO G. L. Green, Division Administrator
Federal Highway Administration

FROM D. E. Swan
Federal Aid Manager

SUBJECT Program Change
Item No. 90040
Project No. SOS-2200(2)
Thomas Creek (Jordan) Br. Section
Linn County

We hereby request your approval of a program change on the subject project to include the construction phase in the character of proposed work as indicated on the enclosed Request for Program Change PR-9 Forms.

CL:dmc
Enc.
cc: H. Reynoldson
B. Gifford

10,032

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9
(REV. 4-61)

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd., Approx. 1 mi. N. of Jordan 65	ADT	DHV 35 320	FUTURE (66) -- (70)	YEAR (71) -- (72)	REGION (74) 10 (75)	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 28 . P.E., One Bridge 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR 74 75	PROJECT NUMBER: PREFIX LETTER(S) 14 SOS- 23	NUMBER- 2200 7

CARD 4	CLASS OF FEDERAL FUNDS [1] Safer Off-System Roads		COUNTY NAME Linn
	NAME OF URBAN AREA 17-31 --	F.A. SYSTEM Non	RTE NO. N · FEDERAL AID Non · STATE (32) Co

CARD	LINE NO.	CHNG CODE	PROJECT COUNT	CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST	FEDERAL FUNDS	Co. FUNDS	
1	(14 to 15)	16	41	42	43 - 46	53					(54) (58)	(59) (66)	(67) (75)		
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	90040	SOS-2200(2)	"Thomas Cr. (Jordan) Bridge Section"	0.08	25,000	21,442	3,558	Pre phas salv
										PROJECT TOTAL	0,08	25,000	21,442	3,558	
5					PE ROW CONST X081		RE-QUESTED REVISION Safety	90040	SOS-2200(2)	"Thomas Cr. (Jordan) Bridge Section"	0.08 0.08	25,000 (16) 231,500 (23)	21,442 (24) 198,558 (33)	3,558 32,942	P.E eolo Co Co Ac
										PROJECT TOTAL	0.08	256,500	220,000	36,500	

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE:
To add the construction phase

DATE OF INITIAL APPROVAL:
10-13-78

OTHER:
12-13-78
1-3-79

PROGRAM REVISION REQUESTED	RECOMMENDED	A
DATE March 2, 1979	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Federal Aid Engineer	TITLE	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

NO.

FORM PR-9
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

PROJECT LOCATION (45 typewriter spaces)	ADT		FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
Co. Rd., Approx. 1 mi. N. of Jordan		DHV 35 320	--	--	10	Oregon	41	678	90040

OPOSED WORK (35 spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR	PREFIX LETTER(S)	NUMBER-AGR. NO.	POST MI.	DESIG.
Bridge								SOS	2200 (2)		

FOR MISCELLANEOUS FUNDS ONLY — PROJECT NUMBER — I PROJECTS ONLY

FUNDS [1]: System Roads

COUNTY NAME: Linn — CODE: 043

EA

F.A. SYSTEM: Non

RTE NO.	FEDERAL AID	STATE	U.S.
N	Non	Co. Rd.	---

WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	PROJECT COST TOTAL COST	PROJECT COST FEDERAL FUNDS	PROJECT COST Co. FUNDS	CHARACTER OF PROPOSED WORK
PE ROW CONST		ITEM AS NOW PRO-GRAMED	90040	SOS-2200(2)	"Thomas Cr. (Jordan) Bridge Section"	0.08	25,000	21,442	3,558	Preliminary engineering all phases incl. archeological salvage.
					PROJECT TOTAL	0,08	25,000	21,442	3,558	
PE ROW CONST X081		RE-QUESTED REVISION Safety	90040	SOS-2200(2)	"Thomas Cr. (Jordan) Bridge Section"	0.08 0.08	25,000 231,500	21,442 198,558	3,558 32,942	P.E. all phases incl. archeological salvage. Const. 200' reinforced Conc. br. & approaches Adj. util. as required
					PROJECT TOTAL	0.08	256,500	220,000	36,500	

has been submitted Yes ☐ — CODE 11

PROJECT WITHDRAWN YES ☐ — CODE 2

REASON FOR CHANGE:

To add the construction phase

into two or more projects. Prepare a form PR-1 for all
ting from such action.

- over-

AL:
0-13-78
2-13-78
-3-79

PROGRAM REVISION REQUESTED	RECOMMENDED	APPROVED
DATE March 2, 1979	DATE	DATE
SIGNATURE	SIGNATURE	SIGNATURE
Federal Aid Engineer	TITLE	TITLE

from one class of project to another, or covers joint financing, show both classes of funds involved.

FORM ARE OBSOLETE AFTER 7-1-61

USCOMM-DC 48863-P61

Thomas Creek (Jordan) Bridge Section
Project No. SOS-2200(2)

Remarks continued: Revise project data to include the construction phase as follows:

Remove existing structure and construct on existing alignment 200-foot reinforced concrete bridge with 30 foot roadway and grade and pave approach roadways. Adjust utilities as required.

10,072

Form 81-734-1191 (Rev. 5/77)

OREGON STATE HIGHWAY DIVISION

REQUEST FOR OUTSIDE BILLING

(OR ADVICE OF CASH TRANSACTION)

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-17-79	CC1956		222-1974

BILL TO: Code:

Linn County Board of Commissioners
Courthouse
Albany, Oregon 97321
Attn: Mr. Willis Grafe, Co. Engineer

DESCRIPTION: (Describe the service rendered, location, etc. Refer to agreements, letters and orders by which payer authorized the service.)	QUANTITY	UNIT PRICE	TOTAL PRICE
Partial transfer of the advance deposit for the P.E. for the Thomas Creek (Jordan Rd.) Br. SOS-2200(2) AD549			

Advance Deposit Amount	$ 3,558.00
Advance Deposit Previously Transferred to Highway Fund	$ --
Balance	$ 3,558.00
Transfer to Highway Fund	$ 2,658.00
Refund Due	$
Partial or final request for billing	
Number of the previous request in connection with this service.	

Amount Due . . . . . $

Submitted by:

Harold Reynoldson
Harold Reynoldson

Approved:

Gerald W. Wimer

SP*35736-734

CON 17-1
Thomas
[illegible]

January 2, 1979

Linn County
Board of Commissioners
Courthouse
Albany, OR 97321

MISC. CONTRACTS and
AGREEMENTS No. 6855

Attention: Del W. Riley
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning the Thomas Creek Bridge Section of Jordan Road in Linn County.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

dda
Attachment

bc Gerald Wimer (Agreement attached)

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

12-13-78

CON

FROM: G. L. Green, Division Administrator Salem, Oregon	**PROGRAM NO.**	**FEDERAL AID PROJECT NO.** SOS-2200(2) **STATE PROJECT NO.** See below **COUNTY NAME** Linn
	ITEM NO. 90040	**PROGRAM STAGE** (Check) ☐ 1. ☐ 2.

TO:

Mr. F. B. Klaboe
Asst. Director for Operations, DOT
State of Oregon
Salem, Oregon

DATE PS & E APPROVED	**DATE AUTHORIZATION EFFECTIVE** 12-13-78	**FEDERAL ROUTE NUMBER** non Federal-aid **STATE ROUTE NUMBER** County Road

GENERAL LOCATION:

Thomas Creek (Jordan) Bridge Section

GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
☐ LOCATION ONLY
PRLIMINARY ENGINEERING FOR SURVEY AND PLAN
☐ PREPARATION
☒ OTHER (Specify) All phases of preliminary engineering including archeology salvage necessary to obtain an approved final Negative Declaration TEC NTE $15,000 - F.F. $12,865

☐ ACQUISITION OF RIGHT-OF-WAY
CONTRUCTION - ADVERTISE FOR RECEIPT
☐ OF BIDS
☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

As requested in Mr. Swan's 11-20-78 letter.

[illegible] 12-19

DATE 12-13-78	**SIGNATURE OF APPROVING OFFICIAL** G. K. [illegible]	**TITLE** for Division Administrator

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

☆ U.S. GOVERNMENT PRINTING OFFICE: 1976—626-787

17,052 C

December 1, 1978

Linn County
Board of Commissioners
Courthouse
Albany, Oregon 97321

Attn: Mr. Willis Grafe
County Engineer

Gentlemen:

We have submitted a program to the Federal Highway Administration for approval of the preliminary engineering phase of the Thomas Creek (Jordan) Bridge Section SOS-2200(2).

Financial sharing of the preliminary engineering is:

Total P.E.	$25,000.00
Federal Funds	21,442.00 85.8%
Balance	$ 3,558.00
Local Share: $3,558.00	

Rec'd 12/28/78

Told Phil Stearns

Please make your check in the amount of $3,558.00 payable to the Oregon State Highway Division and send it to Highway Accounting, Room 434, Transportation Building, Salem, Oregon 97310.

Very truly yours,

Gerald Wimer

Gerald W. Wimer
Local Government Manager

HR:dmc
bc w/AD#549; Vern Skoog-Please return completed AD#549 when check is received.
Region 2 Federal Aid Engineer Phil Stearns

10, C. [illegible]

ROBERT W. STRAUB
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

November 20, 1978

TO	G. L. Green, Division Administrator Federal Highway Administration
FROM	D. E. Swan Federal Aid Manager
SUBJECT	Project Data Submission Item No. 90040 Project No. SOS-2200(2) Thomas Creek (Jordan) Bridge Section Linn County

Enclosed is data for the subject project.

We hereby request the following:

1) Authorization to proceed with all phases of preliminary engineering including archeological investigation necessary to obtain an approved final Negative Declaration at an estimated total cost of $15,000 with an obligation of $12,865 in federal funds.

CL:dmc
Enc.
cc: C. O. Fredrickson, Region 2
H. Reynoldson w/att. ✓

AD 549

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.	FORM PR-1 (REV. 4-61)	**FEDERAL-AID PROGRAM DATA** (PPM 21-1)
DATE SUBMITTED TO W.O.	November 20, 1978	

CARD 2	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Approximately 1 mi. N. of Jordan 21 68	**ADT**	PRESENT DHV 35 320	FUTURE --- (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Preliminary Engineering 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) SOS - 14 23	NUMBER 2200 7

CARD 4	CLASS OF FEDERAL FUNDS Safer Off System Roads	COUNTY NAME Linn			
	NAME OF URBAN AREA 17-31 --	ROUTE NO. N	FEDERAL-AID Non (32)	STATE Co. Rd. (36)	U.S. (37) --

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					**PE**		"Thomas Creek (Jordan) Bridge Section"	0.08	25,000	21,442	---	3,558 (Co.
5					**ROW**							
5					**CONST** (CODE)							

CARD 1	CODE 1	PREPARED BY CL	PROJECT TOTALS	0.08	25,000	21,442	---	3,558 (Co.)
1	14	PROGRAM APPROVAL DATES 10-13-78			(16) (23)	(24) (33)	REMARKS	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

November 20, 1978

JECT LOCATION *(45 typewriter spaces)* Rd., Approximately 1 mi. N. of Jordan 65	**ADT**	PRESENT DHV 35 320	FUTURE --- (66) (70)	YEAR (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 680 (4) (9)
ITEM NO. 90040 (14) (18)								

WORK *(35 typewriter* ary Engineering 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) SOS - 14 23	NUMBER 2200 7	SEQ. NO. (2) 13	I. Projects Only POST MI. (24) (26)	DESIG. 27

ff System Roads

COUNTY NAME Linn	CODE 043 (14) (16)			PROGRAM STAGE ☐ 1 OR ☐ 2
ROUTE NO. N	FEDERAL-AID Non	STATE (32) Co. Rd. (36)	U.S. (37) -- (41)	

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI *(Full description)*	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
46	53		(54) (58)	(59) (66)	(67) (76)			
E		"Thomas Creek (Jordan) Bridge Section"	0.08	25,000	21,442	---	3,558 (Co.)	ROW-60' minimum; Access Control-none; Parking Restrictions-None.
OW								
ONST ODE)								
CL		PROJECT TOTALS	0.08	25,000	21,442	---	3,558 (Co.)	
				(16) (23)	(24) (33)			

OVAL DATES
10-13-78

REMARKS

over

USCOMM DUSCOMM-DC 48905-P61

THOMAS CREEK (JORDAN) BRIDGE SECTION
SOS-2200(2)

Existing Facility:
Roadway--18 foot oil surface with 1 foot shoulders
Structure--148 foot covered timber bridge, HC 18 feet.

Adjacent Sections:
N. End--Jct. with the Albany-Lyons Hwy. (FAS 118)
S. End--18 foot oil surface with 1 foot shoulders.

Project Data: Work under this project consists of preliminary engineering all phases including archeological salvage for the future construction on existing alignment of a reinforced concrete bridge approximately 200 feet in length and widening approach roadways.

System Action, Airports, Railroads, Water Developments, Historical and Recreational Areas: None involved.

FHPM 4-1-4 Requirements: Exempt from A-95 review under working agreements.

FHPM 7-7-2 Requirements: Major action project requiring preparation of a Negative Declaration and 4f statement concurred in by FHWA on March 27, 1978.

FHPM 7-7-5 Requirements: In accordance with Oregon Action Plan, Federal Regulations and Statutes.

Data for PR-37:

Preliminary Engineering-Field Work	$14,500
PS&E Preparation	10,000
Y070 Archeological Salvage	500
TOTAL	$25,000

Note: 1) This project is in Congressional District No. 2
2) Included in FY 79 Annual Program in table of "Projected Federal Fund Obligations and Balances" for FY 79 Program.

16,032

ROBERT W. STRAUB
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Region 2
2960 E. STATE STREET, SALEM, OREGON 97310 PHONE 378-2626

REGION 2 ENGINEER
RECEIVED
OCT 24 1978
☐ RLE ☐ [illegible]
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ENV ☐ [illegible]

~~October 18,~~ 1978

10/23/78
See below
JMB

Willis Grafe
County Engineer
PO Box 100
Albany, OR 97321

Dear Mr. Grafe:

The Thomas Creek (Jordan Rd.) Bridge project, to be funded under the Safer Off-Systems Roads program, is one of several to be presented to the Transportation Commission October 24, 1979, for approval for preliminary engineering only. The funds for these projects will come from excess funds that had been committed to former projects.

Since we are still waiting for funds to finance construction of these projects, you should be aware that if preliminary engineering proceeds, and construction funds are not forthcoming, you run the risk of paying back funds expended for preliminary engineering. The project would have to be constructed within 5 years to avoid the payback.

Please advise if you wish to proceed with the preliminary engineering phase at this time.

Very truly yours,

Phillip O. Stearns

Phillip O. Stearns
REGION II FEDERAL AID SPECIALIST

PROJECT MANAGEMENT
PME ☐ CCE ☐
LGE ☐ FAE ☐
✓ 1978
M
File:
LG
Reynoldson

POS/gl
cc: D. H. Moehring

I requested a bridge design under ORS 369.10 on Sept 12, 1978, per attached letter. We will stand by that request and do not need PE as above discussed

Willis Grafe

11-1-78
Discussed necessity for P.E. with Willis and he agrees it is needed.
Project will proceed accordingly. — Phil Stearns

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone 926-9451

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

September 12, 1978

Phillip O. Stearns
Region II Federal Aid Engineer
2960 E. State Street
Salem, Oregon 97310

Dear Mr. Stearns:

On December 7, 1977 we submitted a project application for re-construction of the Thomas Creek (Jordan) bridge as a Safety Off-System project.

We have been advised that funding availability for this project is such that it may be two or more years before work can be expected to proceed.

Considering this and the structural and operational deficiencies of the present bridge, we hereby request to have prepared under this provision of ORS 369.10 a set of bridge plans and specifications for this site.

As near as can be determined from our records the existing bridge was constructed by the County in 1937 following the OSHD plans for a 90' Howe truss.

There has been a significant amount of discussion regarding the preservation of covered bridges, and we feel that in order to obtain public acceptance of this structure it will be necessary to construct a new one with essentially the same exteranl appearance and are hereby requesting you to design with this in mind.

Attached you will find an official request signed by the Board of County Commissioners, profile and plan view of the existing piers, etc., and copies of a 1943 inspection report by Mr. Teel of the Highway Department.

We will appreciate the opportunity to review the dates, inspect the site, or provide any other services which are with our capability to avoid any possible misunderstandings or misconceptions regarding the project.

Sincerely,

Willis R. Grafe
Linn County Engineer

WRG:bt
Encl.

October 12, 1978

TO: OREGON TRANSPORTATION COMMISSION

FROM: H. S. Coulter
State Highway Engineer

SUBJECT: Proposed Safer Off-System Road Projects

On the Consent Calendar for the October 24, 1978 meeting will be a request for one SOS-R construction project and PE only for 16 other SOS-R projects.

Wasco County is requesting the construction of the Upper White River Bridge on Crossing Road for an estimate cost of $180,500.

Baker County is requesting a PE project on the Powder River Bridge section on Beaver Creek Road. The estimate cost of the survey is approximately $12,000.

The PE project represented by Benton County is for portions of Soap Creek and Sulphur Roads. The estimated cost is approximately $25,000.

The PE project request for Clackamas County is for the Bonnie Lure Park Bridge on Doughty Road. The estimated cost is approximately $25,000.

Crook County is requesting a PE project on the Old Dry Creek-Ochoco Highway Section on Mill Creek Road. The estimated cost is approximately $10,000.

Grant County is requesting a PE project on N. Fork John Day River Bridge on Ritter Road. The estimated cost is approximately $25,000.

The PE project requested by Klamath County is on Sprague River Bridge on Godows Spring Road and estimated to cost approximately $15,000.

Linn County is requesting a PE project on the Thomas Creek Bridge on Jordan Road. The estimated cost is approximately $25,000.

The PE project requested by Malheur County is for the Jordan Creek Bridge on Danner Road. The estimated cost is approximately $15,000.

Umatilla County is requesting a PE project on two bridges (Sumac and Platt) over McKay Creek on McKay Creek Road. The estimated cost is approximately $25,000.

Washington County is requesting a PE project for two bridges over Rock Creek (MP 0.78 and MP 0.96) on NW 185th. The estimated cost is approximately $25,000.

The request for a PE project by the Willamette National Forest is for replacing guardrail at different locations along Rigdon Road and on South Fork Road. The estimated cost is approximately $25,000.

The request for a PE project by Lincoln County Road District Coronado Shores is for resurfacing their existing roads. The estimated cost is approximately $7,500.

Clackamas County is requesting the PE on two special safety projects-one at the intersection of Skogen Road and 362 Drive and the other between MP 0.5 on MP 1.0 on 232 Drive. The estimated cost is approximately $9,500.

The PE requested by Umatilla County is to improve the intersection of Powerline Road and Hwy 730. The estimated cost is approximately $4,000.

Special Road District #4 in Deschutes County is requesting the PE for the replacement of the bridge over the Little Deschutes River on Bridge Drive. The estimated cost is approximately $5,000.

The Federal funds required for these projects is estimated to be $372,810 and the matching funds by the local governmental entities is $60,690.

These projects have been investigated and are eligible for funding under the Safer Off-Systems Roads Program. I recommend your approval and request authorization to sign the project agreements for and on your behalf.

HR:lml

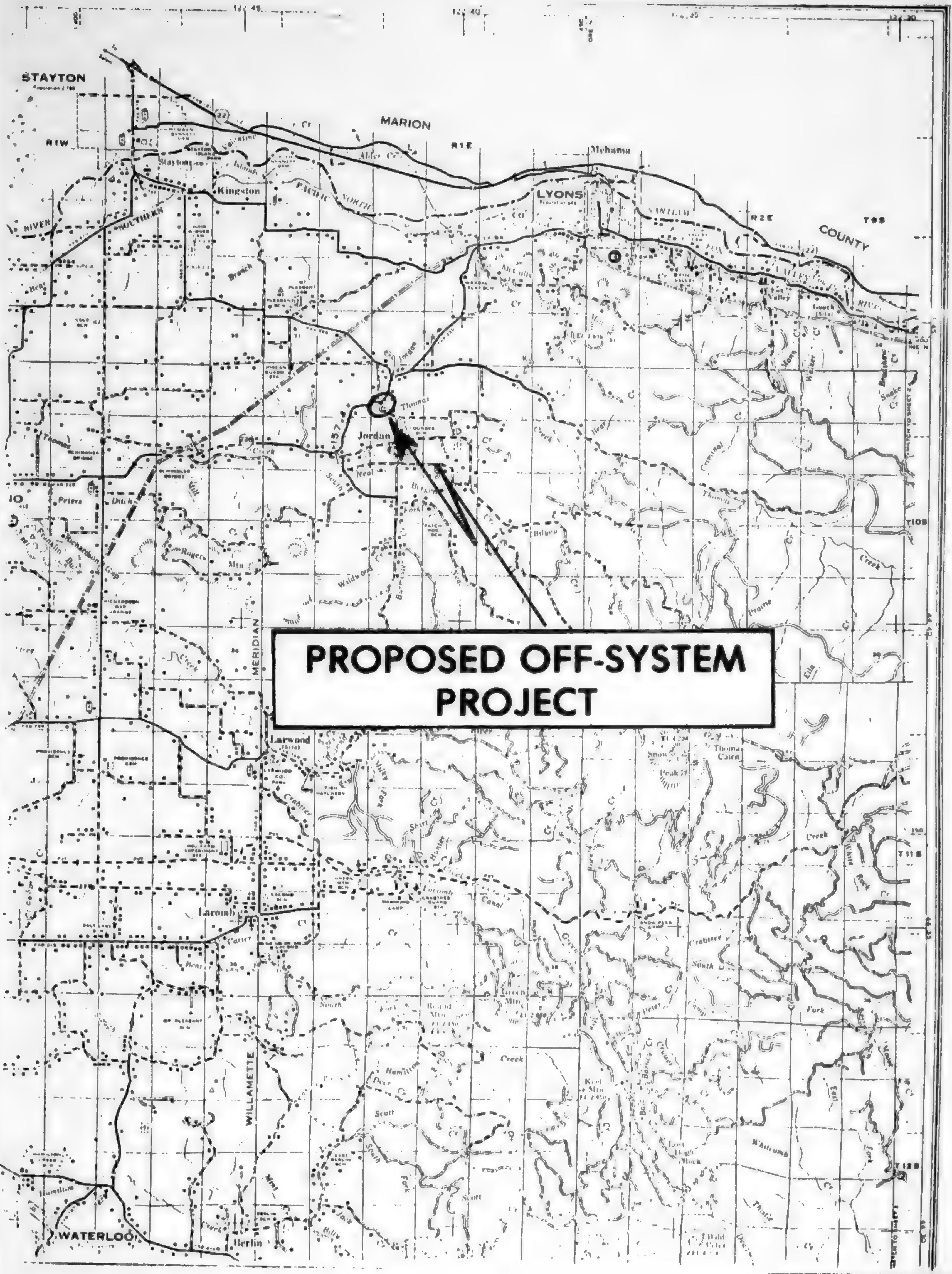
bc: R. A. Burco
F. B. Klaboe
C. W. Head
E. S. Hunter
D. H. Moehring
R. N. Bothman
George Bell
D. N. Harwell
V. E. Skoog
J. H. Versteeg
E. L. Hardt
C. O. Fredrickson
A. Shirley, Jr.
Dale Allen
W. E. Schwartz

Linn County
Proposed SOS Project

Thomas Creek (Jordan Road) Bridge Section
Structure and approaches
PE Only
$25,000

For the construction of a reinforced concrete bridge approximately 200 feet long with a 30 foot roadway. Also construct the approaches. No additional R/W.

Engineering by State


STAYTON
MARION
R1W
R1E
R2E
Mehama
LYONS
Kingston
Stayton
SOUTHERN
PACIFIC
NORTH
SANTIAM
RIVER
COUNTY
T9S
T10S
T11S
T12S
Jordan
Thomas
Neal
Peters
Rogers
Mtn
Richardson Gap
Franklin Butte
Meridian
Larwood
Thomas Cairn
Snow Peak
Crabtree
Lacomb
Canal
South
Fork
Hamilton
Scott
Creek
Whitcomb
Beard Mtn
Green Mtn
Keel Mtn
Hunter
Carter
Berlin
WATERLOO
WILLAMETTE
157
22
Thomas Creek

PROPOSED OFF-SYSTEM PROJECT

SOS 2200( )

OREGON STATE HIGHWAY DIVISION
PROJECT ASSESSMENT

PART 1. GENERAL INFORMATION

A. Project Identification:

Section Thomas Creek (Jordan) Br.
County Linn
Highway County Road #828
Termini: M.P.(if appl)
Region 2

Date March 9, 1978
Unit (if appl)
City
State Hwy. No. Off-System
Length 0.08 mile
Construction Estimate To be determined.
Program Amount

B. Purpose of Project:

The proposed project is to replace an existing covered bridge with a new concrete structure to improve safety and minimize maintenance costs.

C. Origin & History of Project:

The existing structure placed in service in 1937 is now considered to be obsolete and beyond feasible repair by ordinary maintenance procedures. A Federal Aid Project Request for an Off-System project dated December 7, 1977, and a Request for Authority for Survey dated February 16, 1978 have been forwarded for processing.

D. General Description of Project:

The proposal is to remove the existing bridge and trestle approaches and construct a new structure on the existing concrete piers.

Alignment: New ____ Existing XX Combined ____

Typical Section: Existing: No. Lanes 2; Med. 0; Shldrs. 0; Parking 0
Proposed: No. Lanes 2; Med. 0; Shldrs. 2; Parking 0

Traffic: Existing Facility: Existing ADT 320; Projected ADT 400; Yr. 1988
Existing Level of Service C

Proposed Facility: Projected ADT 320; Yr. 1980
Projected Level of Service C

734-3953 (10-75)

Right of Way: Additional anticipated No (Yes, No); if yes, give approx. No. Parcels________

Acres_______; Type of Relocation Req.________________; No.________

Materials Source, Borrow, Waste Disposal Requirements, if any:

None required.

Type of Structure(s):

Existing structure is a Howe Truss covered bridge with timber trestle approaches. Proposed structure is prestressed concrete beam with reinforced concrete structure supported on existing concrete piers.

Brief Description of River or Stream and Type of Involvement, if any:

Thomas Creek, a tributary to the South Santiam River, drains an area of the western slopes of the Cascade Mountains of central Marion County. The main stem is approximately 24 miles in length and stream flow is uncontrolled. No instream work is anticipated.

Local City, County or COG priorities of project:

The project has been designated by Linn County as their number one priority for an off-system project.

FHWA and/or OSHD approvals given, if any:

Location or Design Alternatives (identify and describe):

No alternatives to the general proposal have been identified.

Other Descriptive Information or Comments:

No sidewalks or bikepaths are proposed due to the sparsity of population.

(Attach project sketch map.)

PART II. ENVIRONMENTAL ASSESSMENT

A. Brief Environmental Setting of Project Area:

1. Natural:

The general terrain is the rolling alluvium terrace of an ancient flood plain lying well above the present stream channel. The stream channel at the bridge site is deeply incised with moderately steep banks; the southerly bank being somewhat higher than the north bank. The upper terrace land is generally open-farmland with scattered douglas fir and oak trees. The steep banks leading down to the stream are densely covered with scrub oak, alder and unidentified brush and shrubs. Stream side vegetation provides excellent wildlife habitat and cover extending through open farmland. Thomas Creek, forming a part of the Willamette watershed, is a valuable fishery resource. Aquatic and other wildlife species are not identified as the proposed project would not significantly affect their habitat.

2. Cultural:

The valley floor above the stream channel is intensively farmed. Apparent crops are various cereal grains, grass seed forage and pasture. Farms tend to be rather large acreages and farm homes are well scattered throughout the valley floor. The community of Jordan, consisting primarily of a large old church, a school and a few homes, lies approximately one mile south of the project site. Scio (pop. 530) is approximately eight miles southwest of the bridge site and Lyons (pop. 875) is approximately six miles northeast. Farming and lumber processing provide the major economic resources of the area.

B. Preliminary Assessment of Environmental Impacts:

1. Consequences and Significance of Right-of-Way Acquisition:

None required.

2. Estimated Impact on Traffic Patterns:

Some out of direction travel would be required during the bridge construction.

Consequences--Air Quality, Noise, Safety, etc.:

Traffic would be detoured to other county roads. The small volume of traffic would not significantly affect air quality, noise, or safety along a detour route.

3. Estimated Impact on Land Use:

No changes in land use resulting from the bridge replacement are anticipated.

Consequences:

4. Expected Impact on Natural Ecological Resources:

None foreseen. No significant wetlands impacts anticipated. Possible small increase in flood plain area taken.

Consequences:

5. Expected Impact on Cultural and Scenic Resources:

The Oregon State Historic Preservation Office has determined that nearly all covered bridges are eligible for the National Register of Historic Sites. The proposed project would remove one of these covered bridges.

Consequences:

The Jordan Bridge is one of five covered bridges that overcross Thomas Creek. There are five other covered bridges in use on various Linn County roads. Replacing the Jordan Bridge with a modern structure would allow re-routing heavy traffic away from a covered bridge approximately two miles downstream, thereby extending its usable life.

6. Preliminary Identification of Areas of Critical Concern:

Displacement of covered bridges has become a national concern.

7. Potential for Controversial Issues:

Displacement of the bridge would have the potential to be highly controversial.

8. Potential for Consistency of Proposal With:

a. Clean Air Implementation Plans

b. Noise Standards

A noise study report will be required.

c. Water Quality Standards

d. Area Land Use and Transportation Plans, and Zoning

The bridge replacement proposal would be consistent with the above plans and standards.

C. Recommended Type of Action and Documentation:

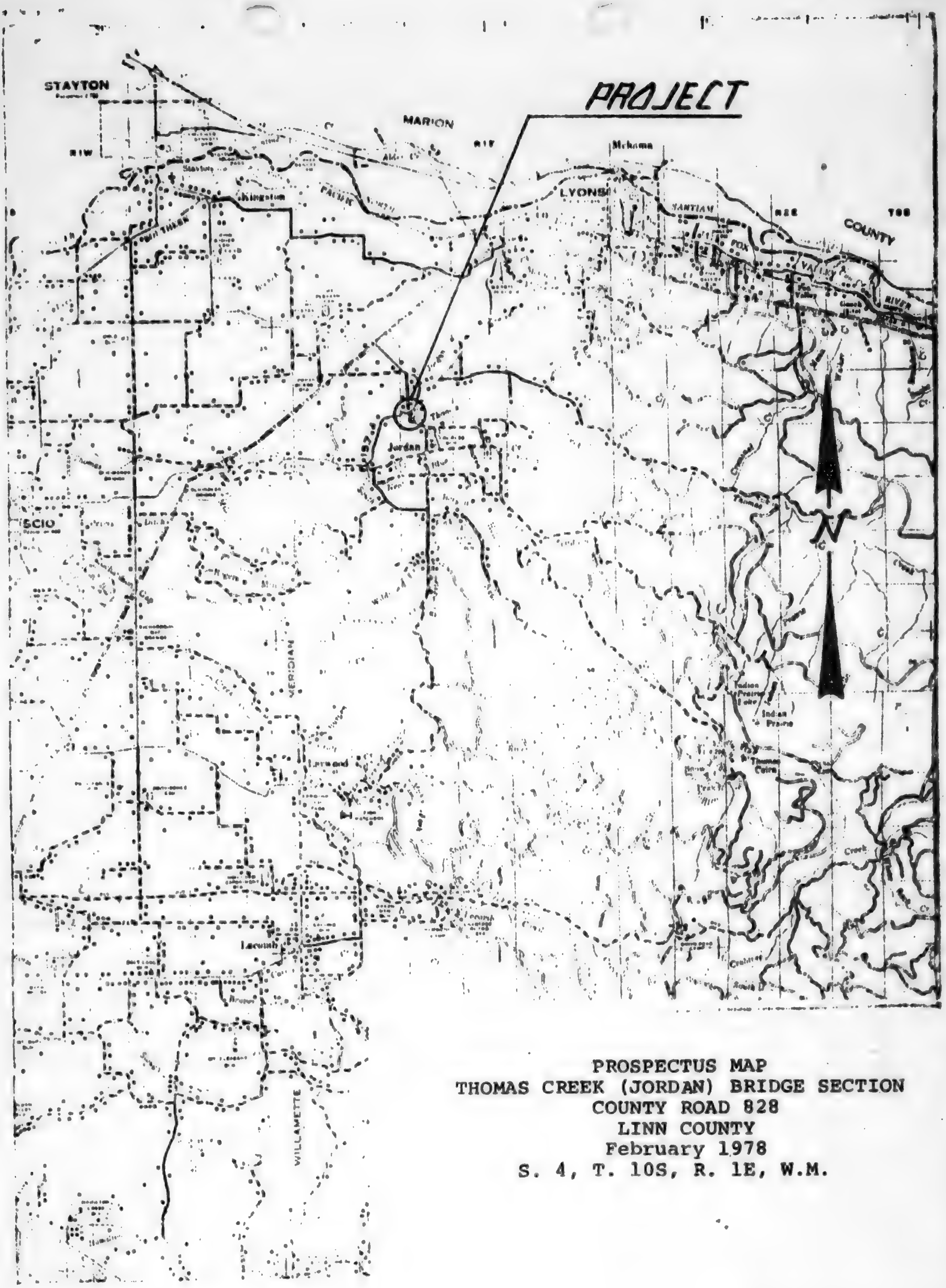
-------------MAJOR ACTION----XX---------- ----NON-MAJOR ACTION-----

SIGNIFICANT:	NON-SIGNIFICANT:	
____ D & FEIS	XX D & F Neg.Dec.	____ ASSESSMENT ONLY
____ Section 4(f)	XX Section 4(f)	____ STATEWIDE ASSESSMENT

Basis for Type of Action and Documentation:

The proposed rpoject would displace a covered bridge that is eligible to be placed on the National Register and would require the preparation of 4(f) documentation. The project is also potentially controversial; therefore, it is recommended that a Draft and Final Negative Declaration and a 4(f) statement be processed.

D. Recommended Project Category: ____ 1 ____ 2 XX 3 ____ 4


PROJECT
STAYTON
MARION
Mehama
LYONS
SANTIAM
COUNTY
RIVER
Stayton
Kingston
SCIO
Jordan
Lacomb
MERIDIAN
WILLAMETTE
Indian Prairie
N

PROSPECTUS MAP
THOMAS CREEK (JORDAN) BRIDGE SECTION
COUNTY ROAD 828
LINN COUNTY
February 1978
S. 4, T. 10S, R. 1E, W.M.

10,032

LOCATION PROSPECTUS

Thomas Creek (Jordan) Bridge Section
County Road 828
Linn County

February 16, 1978

Highway: Jordan Road, Co. Rd. No. 828, Off-System.

Termini: The northerly end of the project is the intersection of Jordan Rd. and Albany-Lyons Highway (M.P. 18.12). The southerly terminus is about 200 feet South of the South end of the bridge.

Length: 0.08 mile.

Narrative: Purpose of the survey is to prepare plans, specifications and cost estimate for replacement of Jordan Bridge. New bridge to be built on same alignment utilizing the existing concrete piers.

Soils investigation will be required for surfacing design and foundation exploration for end abutments. No special drainage problems are anticipated.

No airports are affected.

This is an Federal Aid Off-System project requested by Linn County. This project is No. 1 county priority for Off-System.

Characteristics:

Present average daily traffic is 320 vehicles per day. Estimated rise and fall within the project is 20 feet. This rise is all South of the bridge at the beginning of a long grade. Horizontal alignment is tangent, will remain on existing alignment. The North end of the project is a stop intersection for Jordan Rd..

Standards: Standards as given in "Geometric Design Guide for Local Roads and Streets", AASHO, 1970. Some deviation may be anticipated in percent of grade.

Typical Section:

Proposed 2-11 foot travel lanes with 4 foot shoulders.

Bridge: Proposed structure to have 30 foot horizontal clearance and no sidewalks. The new structure to utilize the existing main span piers. Structure has considerable truck traffic. No work required in stream.

Access: Unchanged, County jurisdiction.

Surfacing: Design to be determined during the survey.

Material: Surfacing materials may come from local commercial sources. Aggregate and asphalt materials are available at Stayton (15 miles).

Additional Facilities: No problems with utilities.

Agreements: Agreement with Linn County will be required. Citizen Involvement, Environmental and Hearing aspects of the project will be the responsibility of Linn County Engineer. State will do the preliminary and construction engineering.

Parks: None affected.

Right of Way: None required.

Environmental: Assessment for this project has identified it a Catagory 3, Non-Major Action. A potential for controversy exists in that this is a covered bridge.

Sheet

OREGON STATE HIGHWAY DIVISION

Computations for Thomas Creek (Jordan) Bridge Section

Made by D. Thurston 2 , 1978

Field Survey Cost Estimate   Crew cost per day $305

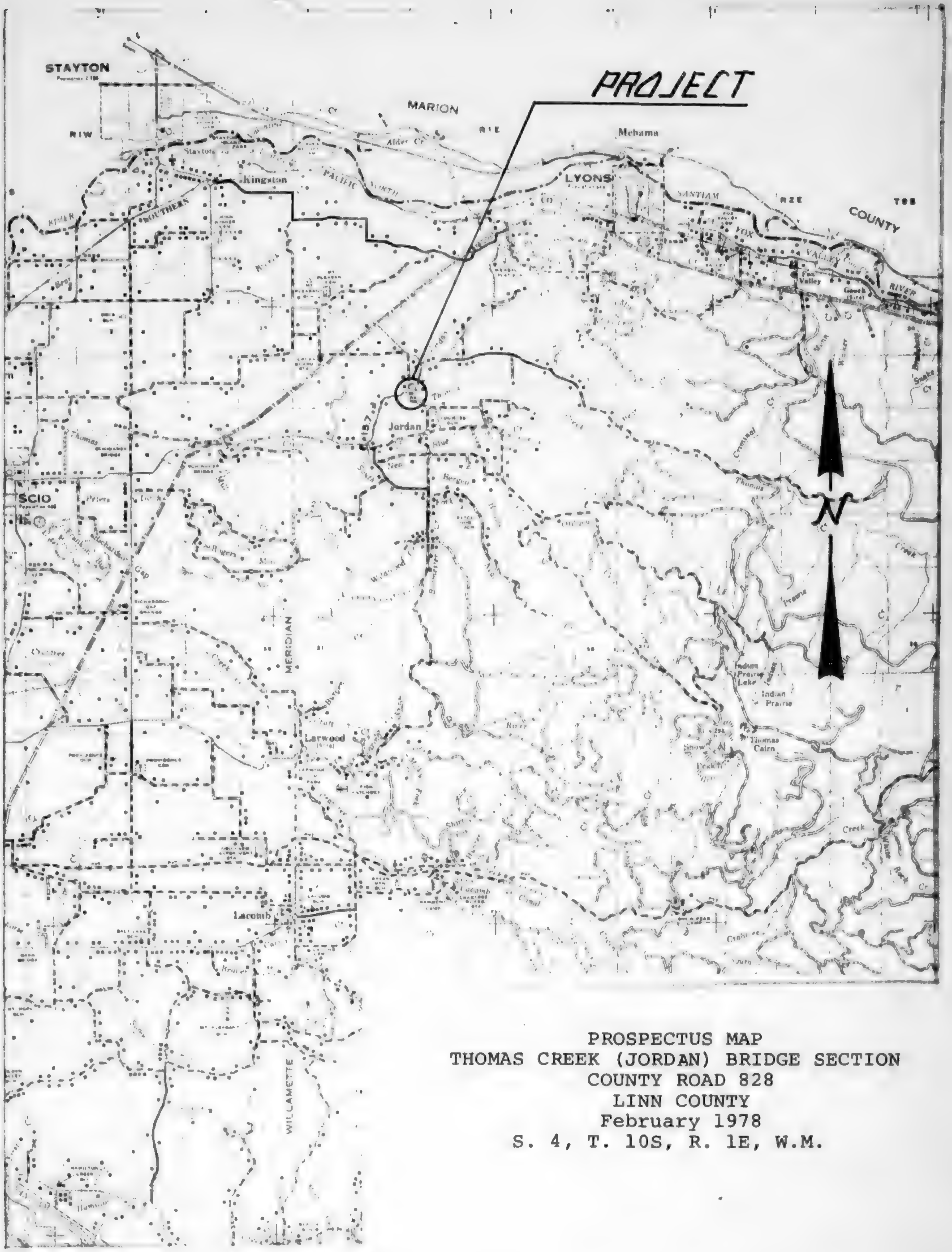
Field Work

'P' Line, Levels, X-Sections	1 day			
Topog	1 day			
Dimension, Span Length Etc Extg Bridge	1 day			
Profile	1 day			
Miscellaneous Data	1 day			
subTotal	5 days			
Travel 2/8 +25%	1 day			
	6 days	@ 305	=	1830
Supervision				366
subtotal				2196

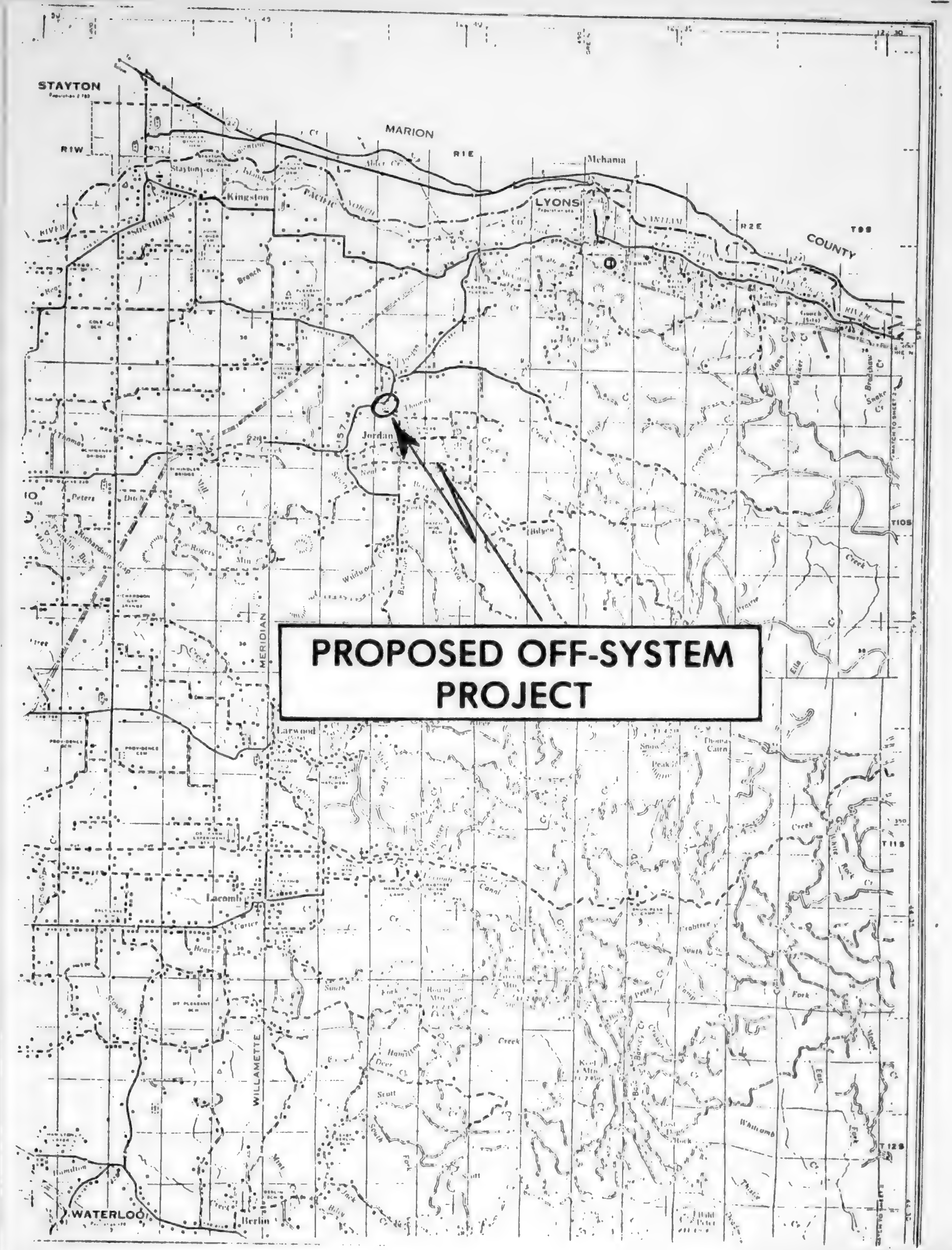
Office

Plot Detail Map	2 days			
Profile & X-Sections	1 day			
Br. Dimension Detail	1 day			
Constr. Detail Map	1 day			
Quant. & Est.	1 day			
Narrative - Misc	1 day			
	7 days	@ 88	=	616
Typing, Reports	1 day	@ 65	=	65
Supervision			=	270
Prints Supplies Etc.			=	150
Total				3,297
Use				4,000

Est 1/2 month scheduling.


PROJECT
STAYTON
MARION
R1W
R1E
R2E
T9S
Mehama
LYONS
Stayton
Kingston
SANTIAM
COUNTY
FOX
VALLEY
RIVER
Fox Valley
Gooch
PACIFIC
SOUTHERN
Alder Cr
Jordan
Thomas
SCIO
MERIDIAN
Larwood
Lacomb
Indian Prairie Lake
Indian Prairie
Thomas Cairn
Snow Peak
Crabtree
WILLAMETTE
N

PROSPECTUS MAP
THOMAS CREEK (JORDAN) BRIDGE SECTION
COUNTY ROAD 828
LINN COUNTY
February 1978
S. 4, T. 10S, R. 1E, W.M.


PROPOSED OFF-SYSTEM PROJECT
STAYTON
MARION
COUNTY
R1W
R1E
R2E
T9S
T10S
T11S
T12S
Mehama
LYONS
Kingston
SOUTHERN
PACIFIC
NORTH
SANTIAM
RIVER
Jordan
Thomas
Crabtree
Larwood
Lacomb
Carter
MERIDIAN
WILLAMETTE
Richardson Gap
Franklin Butte
Hamilton
Scott
Snow Peak
WATERLOO
Berlin
Whitcomb

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Thomas Creek (Jordan) Bridge

Date February 16, 1978

Highway County Road 828

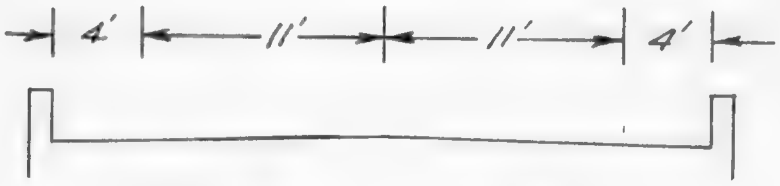
Authorization No. 1

County Linn

Survey Prefix ....
(Assigned by Salem office)

Description of termini, route, length, etc.:

North end of project is intersection of Co. Rd. 828 and Albany-Lyons Highway. Southerly end is about 200 feet South of the existing bridge. Route is existing alignment, Length 0.08 mile.



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications and cost estimate for replacement of existing structure.

To PL Carstensen 10/12/78

Estimate of cost:

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . . $..................

Previous authorization . . . .

Additional authorization requested . . . .

Additional authorization approved (Salem) . ...

Total all authorizations approved (Salem) . . ..

Requests made by:
for Don Thurston
Richard E. Nelson Field Engineer

Recommended for Approval:
Asst. Regional Engineer

Recommended for Approval:
.... Location Engineer

Approved:
.... Assistant State Highway Engineer

SP*23604-734

Section *Thomas Cr. (-Jordan) Bridge* Prefix ______ Auth. No. *1*

Highway *Co. Rd. 828 (Off-System)* Length ~~[illegible]~~ *0.08mi* County *Linn*

	Authorized	Spent to	Total Required
Field Survey — *(901)			4,000
Citizen Input *(902)			
Consultant (904)			
Final Design (905)			
Bridge Design (906)			
Preliminary Design (907)			
R/W Descriptions (909)			
Soils & Geology — *(910)			750
Traffic *(911)			
Landscape (912)			
Liaison *(913)			
Utility *(914)			
Photogrammetry (916)			
Location Studies (918)			
Engr. Graphics (919)			
Office Engineer (920)			
Specifications *(921)			
Environmental — *(923)			1,000
Planning (924)			
Foundation Exploration — *(926)			3,000
Seminars (950)			
Hearings — *(980)			500
Equal Opportunity *(985)			
TOTALS			

Field Survey - Complete Field ______ Office ______

Remarks: ______

10,032 TCJ 0061 4

C

Form E-39 (Rev. 9-71)

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Thomas Creek (Jordan) Bridge

Date February 16, 1978

Highway County Road 828

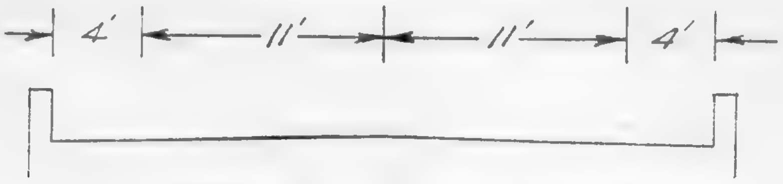
Authorization No. 1

County Linn

Survey Prefix 222-1974 (Assigned by Salem office)

Description of termini, route, length, etc.:

North end of project is intersection of Co. Rd. 828 and Albany-Lyons Highway. Southerly end is about 200 feet South of the existing bridge. Route is existing alignment, Length 0.08 mile.



TYPICAL SECTION

Purpose of survey:

Prepare plans, specifications and cost estimate for replacement of existing structure.

SOS-2200(2)
12-13-78

Estimate of cost:	Field	901	4,000
	Final Design	905	500
	Soils	910	750
	Hydraulics	918	500
	Specifications	921	1,000
	Found. Expl.	926	3,000
	Hearings	980	500

INSTRUCTIONS

Submit four copies to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Regional Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey $ 10,250

Previous authorization

Additional authorization requested

Additional authorization approved (Salem)

Total all authorizations approved (Salem)

Requests made by:

for Don Thurston
Richard E. Nelson Field Engineer

Recommended for Approval:

Asst. Regional Engineer

Recommended for Approval:

Frank E. Pespin
Location Engineer

Approved:

Tech. Serv. Mgr. ~~Assistant State Highway Engineer~~

SP*23604-734

H N M Rp

10,652

C

Office Of
LINN COUNTY ENGINEER
3010 Ferry Street
ALBANY, OREGON 97321
Phone 926-9451

NEAL D. MICHAEL
Roadmaster

WILLIS R. GRAFE, P.E.
County Engineer

December 7,1977

REGION 2 ENGINEER
RECEIVED
DEC 08 1977
☐ RE ☐ RCE ☐ RME ☐ RTE ☐ ROE
☐ ULE ☐ GEO ☐ RSO ☐ ROC ☐ RFE

Mr. Phillip O. Stearns
Region Federal Aid Engineer
East Salem Highway Building
2960 E. State Street
Salem, Ore 97310

Dear Mr. Stearns:

Attached you will find original and one copy of a project application for re-construction of the Thomas Creek (Jordan) bridge, as a Safety off-system project.

The existing structure is one of our ten remaining covered bridges and is suffering from structural inadequacy and functional obsolescence for the traffic loads.

No right-of-way purchase or enviromental damage whatsoever is contemplated, since, until proven otherwise, we plan to utilize the existing piers.

We are aware of the limitations on off-system funding, but request that this bridge be placed in the pipeline as our next project.

In any case, even if off-system funding does not become available in time to guarantee safety of the public, we will need a replacement structure, and request the Highway Division perform the engineering for us.

Sincerely,

Willis R Grafe

Willis R. Grafe
Linn County Engineer

WRG:bt
Attached

15,082

FEDERAL AID PROJECT REQUEST

Date December 7, 1977

Applicant Agency Linn County Road Department

Request for: Off-System X , FAS-C ____, FAUS ____ Project

Federal Aid Route No. N/A Route Name Jordan Road C.R.#828

Project Name Thomas Creek (Jordan) Bridge

Project Length 400' ± Project Location (Attach sketch map)

Project Description Re-construct Jordan Bridge and approaches on existing alignment.

Average Daily Traffic 320 Design Speed 35

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width 20 Travel Lanes 9 Shoulders 1

Medians ____ Parking ____

Sidewalks ____

Remarks ____

2. Desired Roadway Cross Section: (Attach sketch)

Width 30' Travel Lanes 11 Shoulders 4

Medians -- Parking --

Curbed -- Length Curb Radii --

Sidewalk/Bikeway --

Remarks No pedestrian traffic

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 60 Minimum 60 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

Yes ____ No X

3. Will additional right-of-way be needed? Yes ____ No X

If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes ____ No ____

Remarks ____

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

None

2. Proposed Signalization:

Location None

Type

Phases

Type of Suspension

Interconnected

Remarks

3. Permanent Signing:

Include in project or by applicant? By Applicant (County)

4. Permanent Striping:

Include in project or by applicant? County

IV. ILLUMINATION DATA

1. Existing Illumination and Location:

None

2. Proposed Illumination:

Location None

Type

Remarks

V. STRUCTURE DATA

1. Existing Structure:

Location Across Thomas Creek

Type Untreated wood, covered

Approach Roadway Width 18 Shoulder Width 1

Length 36-95-17 Width 18'

To remain in place? No

2. Proposed Structure:

Location Identical alignment

Approximate Size: Length 200' Width 30' roadway

Are sidewalk/bikeways desired: No

Are any utilities to be attached to structure? No

Are provisions for illumination desired? No

Are there any unusual or complicating conditions? No

Remarks Existing piers may be used

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes______ No X

   Name of Railroad______
   Existing Crossing Protection______

2. Will existing railroad crossing be altered?______

   Remarks______

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1.	Citizen Involvement	Linn County Engineer Office
2.	Environmental	Linn County Engineer Office
3.	Public Hearing	Linn County Engineer Office

Remarks______

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

   Applicant______ State X Consultant______

2. Project construction engineering to be performed by:

Applicant_________ State X Consultant_________

3. Will applicant perform any work prior to or after award of contract?

Yes_________ No X

If "yes," describe briefly: Striping and permanent signing to be done by County.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 70,000
Right-of-way costs (if participating)	
Traffic control	
Illumination	
Structures	170,000
Railroad	
Other	
Preliminary engineering	10,000
PROJECT TOTAL	$ 250,000

Remarks Anticipate existing piers can be utilized. No detour will be necessary during construction.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF _______________ and/or Linn COUNTY

By_______________ By Vernon Schrock

By_______________ By Ivan L. Timm

By Mary Keenan

1985 Hassalo St.-Morrison Br. 10,033
Ramps Se., Pac. Hwy. in Ptld.
(bridge deck overlay) #1

10 [illegible] - jc cc: OSHD (L. W. Rulien)

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 5	**COUNTY** Multnomah	**DIVISION** Oregon
DATE OF REPORT 11/25/87	**REPORT MADE BY** Michael E. Cribb, Highway Engineer Trainee		**PROJECT NO.** IR-5-6(118)301
COMPLETION DATE (Actual) 9/6/86	**ACCEPTANCE DATE BY CONRTACT AGENCY** 8/17/87	**TIME ELAPSED** 110 %	**CONTRACT TIME** 9/6/86

LOCATION

SEE BELOW

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

HASSALO STREET - MORRISON BRIDGE RAMPS
PACIFIC HIGHWAY
Multnomah County

The project involves the overlaying of bridge decks with latex modified concrete as well as the modification of the expansion joints within the limits of the project.

The contract was awarded to F. E. Ward, Inc. on June 14, 1985. Work began on July 22, 1985 and was completed on September 6, 1986. The contractor exceeded the specified completion date of July 31, 1986 by 37 calendar days. However, a time extension was granted for the 37 days and no liquidated damages were charged. The final contract cost did not differ significantly from the original authorization of $2,766,022.

The contract work has been satisfactorily completed and acceptance is recommended.

- MEC -

RECEIVED
STATE HWY ENGR
DEC 8 '87
REFER TO
Fredrickson
FOR

NOTED
W. E. SCHWARTZ
Ay
12/16

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Michael E. Cribb		**SIGNATURE**	
TITLE Highway Engineer Trainee	**DATE** 12-4-87	**TITLE** District Engineer A	**DATE** 12-7-87

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

10,033

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NUMBER 11-2	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089 State Oregon
PROJECT REPORT NUMBER	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County Multnomah
MODIFICATION NUMBER 1	11-3-87	Project Number IR-5-6(118)301

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on 7-10, 1985, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 2,766,022	$ 2,776,072
Federal funds	$ 2,550,825	$ 2,560,093
Other revisions		

This modification is made for the following reasons: To include increases in construction costs.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 3 RD day of NOV, 19 '87.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By Cam Gilmore

Manager, Program Section
(Title)

~~By~~ For: Larry Rulien

State Highway Engineer
(Title)

By ______________________

____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON OCTOBER 29, 1987

FEDERAL AID PROJECT NO. IR-5-6(118)301

HASSALO ST.-MORRISON BRIDGE RAMP SEC.
PACIFIC HIGHWAY
MULTNOMAH COUNTY

REVISED PROJECT AGREEMENT ESTIMATE

TYPE CODE X231
DECK OVERLAY (STR. NOS. 8588A TO E-B + 8589A)

ITEM	UNIT	UNIT PRICE	ORIGINAL QUANTITY	ORIGINAL AMOUNT	REVISED QUANTITY	REVISED AMOUNT	
Temporary Signs	SF	15.00	3,090	$ 46,350.00	3,760	$ 56,400.00	
				$ 46,350.00		$ 56,400.00	
						Increase	$ 10,050.00
				Subtotal from estimate on July 3, 1987			2,293,058.50
						Subtotal	$2,303,108.50
						Engineering	286,632.50
						Total	$2,589,741.00

TYPE CODE X221
HASSALO ST. (STR. NO. 8583A)

Total as shown on estimate of July 3, 1985	$ 182,956.00
Length of Project	0.0 mi.

Retain in Reserve

Total as shown on estimate of July 3, 1985	$ 3,375.00

SUMMARY OF FUNDS (92.22%)

Description	Appn Code	Total Cost	Federal Funds	State Funds
Type Code X231	044	$2,589,741.00	$2,388,259.00	$ 201,482.00
Type Code X221	044	182,956.00	168,722.00	14,234.00
Retain in Reserve	044	3,375.00	3,112.00	263.00
Total		$2,776,072.00	$2,560,093.00	$ 215,979.00

Group 011: 100%; Group 010: 0%
Contract No. 10,033
Prefix: C626-1943, 1944, 1955, & 1957 P.E.
Prefix: C10033

RLC:bkw

10,0.33

STATE COPY

TO BE COMPLETED BY FHWA 7-54	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE Oregon COUNTY Multnomah PROJECT NO. IR-5-6(118)301

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Hassalo Street-Morrison Bridge Ramp Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		0.00

OTHER *(Specify)*

FUNDS Pro-Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT $ 2,766,022.00	FEDERAL FUNDS $ 2,550,825.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ For: H. S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator JUL 10 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

Gen File

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JULY 3, 1985

FEDERAL AID PROJECT NO. IR-5-6(118)301

HASSALO ST.-MORRISON BRIDGE RAMP SECTION
PACIFIC HIGHWAY
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE X231
DECK OVERLAY (Str. No's 8588A to E-B & 8589A)

Mobilization	Lump Sum	All	Lump Sum	$ 240,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	40,000.00
Temporary Signs	Sq. Ft.	3,090	15.00	46,350.00
Temporary Barricades	Each	30	100.00	3,000.00
Temporary Plastic Safety Markers	Each	40	60.00	2,400.00
Temporary Reflective Pavement Markers	Each	100	5.00	500.00
Sequential Arrow Signs	Each	2	3,000.00	6,000.00
Portable Changeable Message Signs	Each	2	20,000.00	40,000.00
Flaggers	Hour	1,800	12.00	21,600.00
Class "C" Asphalt Concrete	Ton	217	50.00	10,850.00
Reinforced Concrete Bridge End Panels	Sq. Yd.	426	70.00	29,820.00
Class 1 Preparation	Sq. Yd.	60,927	6.50	396,025.50
Class 2 Preparation	Sq. Yd.	1,302	75.00	97,650.00
Furnish Latex-Modified Concrete	Cu. Yd.	2,966	210.00	622,860.00
Construct Latex-Modified Concrete Resurfacing	Sq. Yd.	60,927	7.00	426,489.00
Joint Repair with Strip Seal, Type 1	Lin. Ft.	21	200.00	4,200.00
Joint Repair with Strip Seal, Type 2	Lin. Ft.	227	225.00	51,075.00
Joint Repair, Type 3	Lin. Ft.	160	200.00	32,000.00
Joint Repair with Compression Joint Seal	Lin. Ft.	156	150.00	23,400.00
Compression Joint Seal	Lin. Ft.	5,138	18.00	92,484.00
Concrete Joint Repair	Lin. Ft.	505	25.00	12,625.00
Grouting Armored Corners	Lin. Ft.	160	100.00	16,000.00
Epoxy Grout Material	Gal.	11	50.00	550.00
Revise Deck Drains	Each	170	40.00	6,800.00
Revise Catch Basins	Each	9	100.00	900.00
Pavement Markers, Mono-Directional Crystal Type I	Each	120	4.00	480.00

Pavement Markers, White Type II	Each	600	2.00	1,200.00
Impact Attenuator, HI-DRO Cushion Cells	Each	3	13,000.00	39,000.00
				$2,264,258.50

ANTICIPATED ITEMS

Railroad Protective Costs	All Required	$ 22,400.00
Permanent Pavement Striping	All Required	5,600.00
On The Job Trainees ($0.80 x 1,000 hrs.)	All Required	800.00
		$ 28,800.00
	SUBTOTAL	$2,293,058.50
	Engineering	286,632.50
	TOTAL	$2,579,691.00

TYPE CODE X221
HASSALO ST. (Str. No. 8583A)

Class 1 Preparation	Sq. Yd.	5,059	6.50	$ 32,883.50
Class 2 Preparation	Sq. Yd.	98	75.00	7,350.00
Furnish Latex-Modified Concrete	Cu. Yd.	242	210.00	50,820.00
Construct Latex-Modified Concrete Resurfacing	Sq. Yd.	5,059	7.00	35,413.00
Joint Repair with Strip Seal, Type 2	Lin. Ft.	156	225.00	35,100.00
Compression Joint Seal	Lin. Ft.	52	18.00	936.00
Concrete Joint Repair	Lin. Ft.	5	25.00	125.00
		SUBTOTAL		$ 162,627.50
		Engineering		20,328.50
		TOTAL		$ 182,956.00

Length of Project ------------- 0.0 mile

RETAIN IN RESERVE

Traffic Detector Loops	All Required	$ 3,000.00
	SUBTOTAL	$ 3,000.00
	Engineering	375.00
	TOTAL	$ 3,375.00

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Type Code X231	$2,579,691.00	$2,378,991.00	$200,700.00
Type Code X221	182,956.00	168,722.00	14,234.00
Retain in Reserve	3,375.00	3,112.00	263.00
TOTAL	$2,766,022.00	$2,550,825.00	$215,197.00

Group 011:100%; Group 010:0%
Contract No. 10,033
Prefix: C626-1943, 1944, 1955 & 1957 P.E.
Prefix: C10033
Appn Code: 044

CPL:DDB:pf jc

10,033

October 23, 1987

Employers Insurance of Wausau
9400 SW Beaverton Hwy.
Suite 300
Beaverton, OR 97005

CON 5 - #10,033

On August 20, 1987, we wrote to you concerning release of final payment on Contract No. 10,033 awarded to F. E. Ward, Inc. for work on the Hassalo Street-Morrison Bridge Ramps on the Pacific Highway in Multnomah County.

Final payment on this contract is $2,026.48 and the total contract amount is $2,538,155.39 including $46,773.33 for work performed under force account.

Fran Neavoll
COMMISSION SERVICES

bk

cc: F. E. Ward, Inc.
2710 NE 78th Street
Vancouver, WA 986615

Employers Insurance
of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: C. O. Fredrickson
Walt Hart
Rick Kuehn

10,033

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10033

TO: Commission Services

DATE: August 17, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10033, On Site Work Substantially Completed September 6, 1986

All Work Completed March 11, 1987

Project Hassalo St.-Morrison Br. Ramps

Highway Pacific

County Multnomah

Type of Work Bridge Deck Overlay

Contractor F. E. Ward, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-20-87 - Surety letter written.

RECEIVED
AUG 19 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

01-125-1387

10,033

Bu 7-12-87

CON 5

June 16, 1987

Scott T. Parker, President
Scappoose Sand and Gravel Co.
33485 E. Crown Zellerbach Road
Scappoose, OR 97056

I apologize for the late response but did refer your inquiry to Chuck Fredrickson, our Construction Engineer.

Although our contract #10033 on the Morrison Bridge ramp project is with F.E. Ward Constructors, Chuck has asked the project manager to reconsider the price reduction for excess elongated pieces in the latex modified concrete. Rick Kuehn, our Regional Engineer, will assist our project manager in looking at the problem of the out-of-spec material. Consideration will be given to the date of the price agreement.

I am committed to attempting to continue to improve the relationship between the Oregon Department of Transportation and OCAPA. I did enjoy meeting with your group at your annual meeting and plan to continue to participate with your association.

Robert N. Bothman
Director

bc: Larry Rulien ✓
W. E. Schwarts
C. O. Fredrickson
Rick Kuehn - Please have your project manager review immediately the appropriateness of the price agreement in question. The review should include your office and the construction office. I'd like you to consider the lateness of the transaction.

RNB:gls

7-22-87
Per Marion Craft - the penalty has been rescinded
[illegible] agreement work.
sl

6-17
(Bu copy made [illegible])

RECEIVED
STATE HWY ENGR
JUN 17 '87

6-15

Scappoose Sand & Gravel Co.
33485 E. Crown Zellerbach Road • Scappoose, Oregon 97056
Portland 241-4799 • Scappoose 543-7141 • St. Helens 397-5627

Copy
Com 4

May 21, 1987

Oregon Dept. of Transportation
411 Transportation Building
Salem, Oregon 97310

Attention: Mr. Robert Bothman, Director

Dear Bob,

I am writing to thank you for two things you recently did. First, I very much appreciated your time and efforts in touring Columbia County and visiting with myself and the contractors involved on the Highway 30 project in Scappoose. Secondly, I was very pleased you and your family could join us at the Inn of the Seventh Mountain for O.C.A.P.A.'s annual meeting. We didn't get a lot of time to talk, however I'm glad you are getting a first hand knowledge of our members and just how crazy we can get. I hope our relationship with you and our organization continues to prosper.

Bob, I have also written to ask a favor. Starting in 1985 my company began supplying aggregates for the Morrison Bridge job in Portland to F. E. Ward Construction Company. I am enclosing a letter and other documents I received May 18, 1987. If you could take five minutes from your busy schedule and please read the enclosed information, I would greatly appreciate your opinion of this problem. I'm confident you will agree with me that O.D.O.T.'s withholding of monies due F. E. Ward Construction Co. is both unfair and unwarranted. Thank you in advance for reviewing this problem. I hope we can have you back to Columbia County soon.

Respectfully,

SCAPPOOSE SAND AND GRAVEL COMPANY

S. T. Parker

by: Scott T. Parker, President

cc: F. E. Ward
Frank Josselson
O.C.A.P.A.

by 6-15

RECEIVED
STAT. HWY ENGR
MAY 27 '87
REFER TO
Pat Schwartz
FOR
Info ☐ Inves ☐ R/D ☒ D/R ☐ Sign ☐ Act ☐ File ☐

NOTED
ROBERT N. BOTHMAN

Rulien – discuss response.
5-27

RECEIVED
DOT DIRECTOR
MAY 22 '87
REFER TO
Rulien
FOR
Info ☐ Inves ☐ R/D ☒ D/R ☐ Sign ☐ Act ☐ File ☐

SAND • GRAVEL • CRUSHED ROCK • TRANSIT MIX CONCRETE • ASPHALT

F.E. WARD
CONSTRUCTORS

May 18, 1987

Scappoose Sand and Gravel Co.
33485 E. Crown Zellerbach Road
Scappoose, OR 97056

Subject: Hassalo St. - Morrison Bridge Ramps
ODOT Contract Number 10033

Gentlemen:

The Owner on subject project has advised us that they intend to assess a $2,777.61 penalty for excessive percentages of elongated particles in the coarse aggregate. We have responded that given the late date of such a decision, it is unfair and unacceptable to our firm. Enclosed please find copies of documents and correspondence pertaining to this matter.

We have made a good faith effort to promptly pay you for materials supplied. In the event that we are unable to dissuade the Owner from assessing this penalty for your materials that were out of specification, we expect payment from your firm for reimbursement of any monies deducted by the Owner.

Yours truly,

F.E WARD, INC.

Ted Aadland,
Vice President

enclosure: ODOT Price Agreement 20
F.E. Ward Serial Letter #33 dated April 27, 1987

RECEIVED
MAY 18 1987
SCAPPOOSE SAND & GRAVEL CO.

2710 NORTHEAST 78th STREET • VANCOUVER, WASHINGTON 98665 • (206) 573-8929

Robert Bottman Copy

F. E. WARD
CONSTRUCTORS

April 27, 1987

Serial Letter No. 33

Oregon Department of Transportation
3259 NW 29th Ave.
Portland, OR 97210

Subject: Hassalo St. - Morris Bridge Ramps O'Lay
Contract # 10033

Attention: Jerry Street

Gentlemen:

Receipt of Price Agreements Nos. 17 through 20 is acknowledged. We are returning Price Agreements Nos. 17 and 18 signed for further processing. However, we take exception to Nos. 19 and 20.

Price Agreement No. 19 is written to provide a credit to the State for non-conforming compressions joint seal. At the time the seal was installed, our Mr. Ted Aadland was, on several occasions, in communications with your Mr. Jerry Street regarding what action would be taken by the Highway Division. It was pointed out to your Mr. Street that payment was being withheld from our supplier, Elastomer Seals, Inc., pending advice as to what action would be taken. Our Mr. Aadland was advised by Mr. Street that a Price Agreement would be written deducting a dollar amount corresponding to 300 lineal feet times the unit price paid by our firm to our supplier, $8.90, which totals $2,670.00. Upon receipt of that advice, all monies held and owing to Elastomer Seals, with the exception of the $2,670.00 was released. Price Agreement 19 includes an amount almost three times the agreed amount. It has been issued at a time when the chances of recovery of that amount from the party who should bear financial responsibility will be virtually impossible. In addition to the communication between our Mr. Aadland and your Mr. Street, our Mr. Latimer and Mr. Phillips and your Mr. Favor also reached the same understanding. Our firm acted responsibly in attempting to ascertain the possible extent of damages to be assessed, and at the same time to fulfill our responsibility to make payment to our supplier within a reasonable time frame. For the State to re-evaluate their assessment of damages at this time contrary to the agreements and understandings entered into which were the basis of payments made to our supplier, is unfair and unacceptable to our firm.

2710 NORTHEAST 78th STREET • VANCOUVER, WASHINGTON 98665 • (206) 573-8929

The same argument applies for Price Agreement No. 20, which penalizes our firm for the presence of elongated particles in the coarse aggregate used in the Latex Modified Concrete. Again, our supplier has long since been paid, and consequently, a contract requirement for which our firm delegated responsibility is being cited by the Highway Division 6 months following completion and acceptance of the Contract. If a contractor is to successfully prosecute a claim against the State, he must give notice within a specified period of time, or loose the right to pursue a remedy. Apparently the State has no such obligations to provide notice to a contractor. The playing field is not level.

Should the State be willing to stand by their original agreement of $2,760.00 credit for the non-conforming Compression Seal, our firm will be pleased to sign such a Price Agreement.

Yours truly,

F.E. WARD, INC.

F.E. Ward,
President

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PRICE AGREEMENT

APPLYING TO ALTERATIONS, EXTRA WORK OR CLAIMS FOR EXTRA COMPENSATION

PROJECT NAME (SECTION): Hassalo St. - Morrison Br. Ramps

CONTRACT NO.: 10033

HIGHWAY: Pacific

COUNTY: Multnomah

PREFIX: C10033/000

CONTRACTOR'S NAME AND ADDRESS:
F.F. Ward, Inc.
2710 N.E. 78th St.
Vancouver, Washington 98665

F. A. PROJECT NO.: IX-5-6(118)301

PRICE AGREEMENT NO.: 20

DESCRIPTION AND LOCATION OF WORK OR ITEMS COVERED BY THIS AGREEMENT:

3020A To credit the State for changing the Specifications pertaining to the percentage of elongated particles allowed in the Coarse Aggregates used for L.M.C. Mix.

PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
3020A	Credit State for Changing Elongated Particle Specification	ALL	LUMP SUM	2,777.61	2,777.61

ESTIMATED NET COST EFFECT OF THIS AGREEMENT ON THE CONTRACT: INCREASE / DECREASE $ 2,777.61

SPECIFICATIONS AND PROVISIONS — THE WORK TO BE DONE UNDER THIS AGREEMENT IS TO BE PERFORMED, MEASURED AND PAID FOR IN ACCORDANCE WITH THE TERMS FOR THE ABOVE CONTRACT EXCEPT AS MODIFIED AS FOLLOWS:

Plans and Special Provisions for Contract No. 10033.

The Contractor agrees to credit the State the Lump Sump Amount of $2,777.61 for changing the Specifications for the Percentage of Elongated Particles allowed in the Coarse Aggregates for L.M.C. Mix.

PLEASE INDICATE YOUR AGREEMENT BY SIGNING, DATING AND RETURNING THE ORIGINAL TO THE PROJECT MANAGER. WORK SHALL NOT BEGIN UNTIL YOU ARE NOTIFIED THAT THE PRICE AGREEMENT HAS EITHER BEEN APPROVED OR THAT WORK MAY COMMENCE UNDER ADVANCE APPROVAL. YOUR SIGNATURE FURTHER INDICATES AGREEMENT THAT PAYMENTS IN ACCORDANCE WITH THIS PRICE AGREEMENT CONSTITUTE FULL AND COMPLETE COMPENSATION FOR ALL COSTS, BOTH DIRECT AND INDIRECT, ARISING OUT OF THE DESCRIBED ALTERATIONS, EXTRA WORK OR CLAIMS FOR ADDITIONAL COMPENSATION COVERED BY THIS PRICE AGREEMENT, AND RELEASES AND DISCHARGES THE STATE FROM ALL SUCH COSTS EXCEPT AS PROVIDED HEREIN.

SIGNED: ____________________ CONTRACTOR ________ DATE

APPROVAL RECOMMENDED BY LOCAL AGENCY DATE

SUBMITTED BY PROJECT MANAGER: Jerry C. Street DATE: 4-3-87

APPROVAL RECOMMENDED OR APPROVED BY REGION DATE

NOTED OR APPROVED BY CONSTRUCTION DATE

INSTRUCTIONS — AFTER THE CONTRACTOR HAS SIGNED, THE PROJECT MANAGER SUBMITS THE ORIGINAL THROUGH REGION TO CONSTRUCTION AFTER APPROVAL. COPIES WILL BE SENT TO THE CONTRACTOR, REGION, PROJECT MANAGER AND OTHERS AS APPROPRIATE.

10,033

OREGON DEPARTMENT OF TRANSPORTATION

HIGHWAY DIVISION

WEEKLY REPORT FOR CONSTRUCTION PROJECTS

PROJECT NAME (SECTION) Hassalo Street - Morrison Br Ramps		WEEK ENDING May 23, 1987
		CONTRACT NO 10033
HIGHWAY Pacific	COUNTY Multnomah	F.A. PROJECT NO IR-5-6(118)301
CONTRACTOR F.E. Ward Inc	KIND OF WORK Bridge Deck Overlay	DATE OF AWARD June 14, 1985
PROJECT AUTHORIZATION	ENGINEERING	FIRST NOTIFICATION DATE July 14, 1985
CURRENT AUTHORIZATION $ 2,569,326.87	AUTHORIZATION $ 196,694.88	ESTIMATED DATE OF COMPLETION, OR
ESTIMATED PROJECT COST $ 2,538,942.07	COST THIS WEEK $ 1,000.00 TOTAL TO DATE $ 224,700.00	
ESTIMATED PERCENT ~~OVERRUN~~/UNDERRUN 1.2 %	PERCENT OF AUTHORIZATION 114 %	SECOND NOTIFICATION DATE AND September 6, 1986

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	07/31/86	0	0.0	0	*
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

ESTIMATED SEMIFINAL SUBMITTAL DATE
May 29, 1987

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
100%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	0	0	66,089 SY			
EST. CORRECTED QUANTITIES	0	0	65,694 SY			
EST. PERFORMED TO DATE	0	0	65,694 SY			
PERCENT PERFORMED TO DATE	0	0	100	0	100	0

ACTIVITIES THIS WEEK:

No Activity by the Contractor this week.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Third Notification submitted 03/11/87.

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Introduce PAVING in Square Yards of LMC Overlay placed.
* Contractor received extention in time to new September 6, 1986 completion date. Final Inspection was held on 01/08/87.

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Roger W Kuchinka
Roger W. Kuchinka

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,033

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: January 22, 1987

In Reply Refer to
File No.:
CON 5
10033

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M Walton

FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IR-5-6(118)301

Contract 10033, Work Completed September 6, 1986

Project Hassalo Street-Morrison Bridge Ramps

Highway Pacific

County Multnomah

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date Jan 8, 1987

G. K. Hosner
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
JAN 30'87
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

BMW:11

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

RECEIVED
JAN 26 1987
OREGON DIVISION

NOTED
LARRY RULIEN

734-2023 (2-85)

[illegible] 35

jc cc: OSHD (L. W. Rulien)

STATE COPY

U.S. Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION
☐ INTERMEDIATE INSPECTION
☐ PROJECT
☐ INSPECTION-IN-DEPTH
☒ FINAL INSPECTION

RECEIVED
STATE HWY ENGR
JAN 22 '87
REFER TO
Fredrickson
FOR
Info | Inves | R/D | D/R | Sign | Act | File

REGION NO. 10	REPORT NO. 4	COUNTY Multnomah	DIVISION Oregon

vg 1/23

IN COMPANY WITH
Jerry Street and Marion Craft; OSHD

DATE OF INSPECTION 1/8/87	INSPECTION MADE BY W. H. Kappus, Area Engineer	PROJECT NO. IR-5-6(118)301

QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED 100 %	WORK COMPLETED 100 %

HASSALO STREET - MORRISON BRIDGE RAMPS
PACIFIC HIGHWAY
Multnomah County

This project provided for the overlaying of bridge decks with latex modified concrete and modification of deck expansion joints within the subject section.

The contract work was awarded to F. E. Ward, Inc. on June 14, 1985. Work started July 22, 1985 and was completed September 6, 1986. The completion date of August 31, 1986 was extended 37 calendar days for schedule delays imposed by the City of Portland as a result of the concurrent emergency closure of the Hawthorne Bridge. One calendar day of liquidated damages for excess contract time for closure of the "D" ramp was assessed. There were no major overruns or underruns. The final cost was within the authorization amount.

Delamination problems were experienced at approximately 35 joints. These areas were repaired and were found to be intact after a year of service. Bond tests indicate that ± 150 ft.^{2} on the Morrison Bridge Ramp "A" had bond strengths of ± 85 psi which was below the specified 100 psi. Since this area does not show distress after a year of service, this area will be accepted with a penalty. These problem areas were observed during this inspection and no cracking was observed. The project manager appears to have completed an excellent job under difficult traffic conditions.

All physical construction and materials incorporated into this project are considered to be in substantial conformance with the plans and specifications. The contracted work has been satisfactorily completed and acceptance is recommended.

- WHK -

NOTED
V. E. SCHWARTZ

October 27, 1986

F. E. Ward, Inc.
2710 NE 78th St.
Vancouver, WA 98665

CON 5
10033

Re: Time Extension Request
Hassalo St.-Morrison Bridge Ramps
Contract No. 10033
FAP No. IR-5-6(118)301

Your request for additional contract time in which to complete the above project has been carefully reviewed. You have requested additional contract time for several different reasons.

The major reason stated in your request was for an additional 59 calendar days of contract time due to schedule delays imposed by the City of Portland as a result of the concurrent emergency closure of Hawthorne Bridge. The Division acknowledged a schedule delay and issued Price Agreement No. 3 which eliminated the first season work completion date specified in the contract. Our analysis indicates that this schedule delay caused a delay in project completion of at least 37 calendar days. Therefore, a contract time adjustment of an additional 37 calendar days is granted.

The adjusted contract time of completion for this contract is September 6, 1986. This will eliminate liquidated damages on the final completion of this project but will not apply to the one day of liquidated damages for ramp closure time.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Jerry Street w/att.
FHWA w/att.
Bruce Walton

STATE OF OREGON **INTEROFFICE MEMO**

TO: Bryant Jackmond
Contract Administration Engineer

DATE: September 10, 1986

FROM: Marion Craft
Marion Craft
Region Construction Engineer

SUBJECT:

Hassalo Street - Morrison Bridge Ramp
Pacific Highway
Contract No. 10033

Time Extension Request

Attached is the contractors second request for adjustment of contract time and the Project Managers analysis and recommendation. Seven days were granted in the first request.

Contract was awarded June 14, 1985 - First notification August 22, 1985. The contract had two completion dates of September 30, 1985 and July 31, 1986 (revision letter #3). The first completion date was later deleted per P.A. #3. Second notification was September 6, 1986.

The contractor has requested 112 additional calendar days in nine claim items. The Project Manager has reviewed each item and makes the following recommendations:

Item 1 - Work schedule changes 57 days.
Item 3 - Delay on "EN" line work 4 days.
Item 5 - Not permitted to do work on rt side of I-5 SB across Hassalo Street with I-84 Ramp C work in 1985 5 days.

In the remaining claim items the Project Manager recommends 0 days.

The Project Manager has made a thorough analysis of each claim item. His recommendation of granting 66 days was prior to the second notification. I recommend granting 36 days, thus eliminating all liquidated damages.

cc: Street

MC:cms

10-24-86

W.E. Schwartz -

I concur with Region and Project Manager and recommend a 37 C.D. time extension.

BMJackmond

CE ..... CAE ..... RECEIVED
COE .....
OE .....
CA 198
CAM .....
EEO .....

81-125-1387

STATE OF OREGON

INTEROFFICE MEMO

TO: W. E. SCHWARTZ
Assistant State Highway Engineer

DATE: September 25, 1986

FROM: ALLAN C. HARWOOD
Region 1 Operations Engineer

SUBJECT:
Hassalo Street-Morrison Bridge Section
Pacific Highway
Contract 10033

NOTED
W. E. SCHWARTZ
R

RECEIVED
STATE HWY ENGR
SEP 26 '86
REFER TO Kullen
FOR
Info ☑ Inves ☐ R/D ☐ D/R ☐ Sign ☐ Act ☐ File ☐

The Hassalo-Morrison Bridge project referred to in Dale Wilken's letter of September 5 involved latex overlay and joint repair of the I-5 I-84 interchange structures and the I-5 - Morrison Bridge ramps. This has been a very difficult job and with the completion of latex paving just prior to the Labor Day weekend both our people and the contractor breathed a sigh of relief and relaxed. This seems to be the problem --- everyone relaxed prematurely and did not adequately cover the job.

I am somewhat puzzled, usually when there is a problem we get a call frequently from the police, and even occasionally from Highway or FHWA people. No calls were received on the Hassalo-Morrison job over the Labor Day weekend. One call was received on the Greeley job adjacent to the Hassalo job, to which maintenance responded. No complaints were received regarding traffic control on the Hassalo job.

While I cannot defend the condition of the traffic control devices over the Labor Day weekend, I do object to Dale's comment concerning lack of sensitivity. The Hassalo-Morrison job was one of the most difficult jobs we have had, in terms of traffic staging. It required more than 10 different traffic stages, plus a number of revisions and changes requested by the City of Portland. We have had very little trouble on the project, attesting to the extra effort the contractor and our people have put forth to give the public, if not a "good ride", the "best ride possible". Of all of the contractors we currently have on projects, no contractor has shown more concern than the contractor on the Hassalo project for the convenience and safety of the traveling public and the safety of his people and of ours. I am, therefore, disappointed that at this late stage in the project poor maintenance of the traffic control devices would tarnish an otherwise good job of handling traffic.

(over)

Larry – I believe that asking for a response to FHWA concerns has produced the desired effect. No further action necessary
WES

You can assure Dale that we do not lack sensitivity to traffic safety on our projects and we will continue to emphasize all phases of traffic safety, including the maintenance of traffic control devices during non-work hours.

For a more detailed explanation, see the attached report from Jerry Street.

Attachment

ACH/cp
cc Jerry Street

STATE OF OREGON

INTEROFFICE MEMO

TO: Marion Craft
Metro Region Construction Engineer

DATE: September 22, 1986

FROM: Jerry C. Street
Project Manager Jerry C. Street

SUBJECT: Hassalo St.-Morrison Br Ramps
Pacific Highway
Contract No. 10033
Response to FHWA's Dale Wilken September 5, 1986 Letter

The area under scrutiny is I-5 Northbound between the Morrison Bridge and Broadway Off Ramp. I have investigated the questions and concerns noted in the subject Letter and have reached the following conclusions:

1. The Contractor, Frank E. Ward, Inc., had the right lane of I-5 Northbound closed through the Labor Day Weekend. The appropriate Lane Closed signs were in place. A Message Board was set up South of Marquam Bridge telling motorists of delays on I-5 Northbound and requesting that I-405 be used. Another Message Board was set up North of Marquam Bridge informing motorists of Lane Closure Ahead. An Arrow Board was set up in merge taper directing motorists into Left Lane.

2. The Contractor had recently completed all Latex Modified Concrete Overlay work and was engaging in Clean Up items such as installing compression seals in transverse joints. A major layoff of personnel had occurred that previous week. The people involved in Traffic Control had been replaced. The new people apparently were not told or did not patrol work area over Labor Day Weekend.

3. My Chief Inspector was on vacation and apparently did not think about informing his replacement of duties to check on Traffic Control during weekends.

4. I personally drove through work area early on Tuesday AM after Labor Day weekend on the way to work. I observed that some-one had run into cones and barricades near Front end taper. Several cones were scattered on road surface and some barricades were damaged. The message board was in tact and running. Traffic seemed to be well aware of what to do. I did not observe any area where traffic might have been confused over where to drive. I did observe that many of the cones, barrels and barricades had been used, maybe beyond their life expectancy. This project had been on going for 2 years. When I arrived at work that morning, I asked my inspector to review traffic control

with the Contractor and remove damaged, worn out traffic control devices.

5. My inspector informed me that because Contractor was involved in transverse joint seal work where the seal must be placed across entire road surface at one time that he was periodically shifting traffic from left to right lanes. It was not practical to adjust all barricade stripes each time traffic was shifted from left to right. However, the lead in barricade were always placed with correct stripe slantings. Apparently, some one had lowered the message board North of Marquam Bridge prior to that weekend. While the bottom portion of message was difficult to read, it remained 95 percent effective. Again this message board was furnished and set up by our Maintenance and there might have been confusion over who lowered it and why. I still have not uncovered the answer to this question.

To my knowledge this has been the loudest complaint about Traffic Control on the Project to date. Both the Contractor and the State were lax in monitoring Traffic Control devices over this particular week end. I hope this answers your questions and helps in your response to W.E.S..

JCS:ah

CC: Mr. Al Harwood

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

September 5, 1986
IN REPLY REFER TO

HDA-OR

please draft
our response. Did
[illegible] people on?
[illegible] uncooperative.

Mr. L. W. Rulien
State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310

Dear Mr. Rulien:

Condition of Work Zone Traffic Control Devices
Project IR-5-6(118)301, Hassalo St.-Morrison Bridge

Knowing your interest in providing safe travel for motorists through State Highway Division projects, I felt I should share with you the observations of some of my staff on the condition of work zone traffic control devices on this Portland area project during the Labor Day weekend. This project provides for extensive concrete overlay on the bridge decks on I-5 between roughly the Morrison Street and Broadway Interchanges. It is a difficult project on which to handle large volumes of traffic safely.

Observations were made during several trips through the project during the weekend. The most striking problems noted were: 1. Several of the barricades had been hit or were out of position or laying down; 2. Cones and barrels were scattered all over the work area so that midway through the project it was not evident where the limits of the travel lane was located; 3. Some barricades were not positioned in accordance with the MUTCD, i.e., stripes slanting in wrong direction; 4. The northbound variable message sign board was so located that the bottom message line was obscured by the generator.

The concern I have about these problems is not only that they existed at all but that the condition of the project was like this throughout the weekend. There was no evidence of any particular maintenace activity by the contractor nor any evidence that State Highway Division had sought the contractor's attention to these matters. Given the volume and speed of traffic through this constricted project area, I believe the traffic control devices should be receiving frequent inspection by the contractor and the State to make sure the signs, barricades, and cones are in place even on a holiday weekend.

Orig to
9/8

Rick Kuehn - please follow up on this and have someone provide a written explanation of what actually occurred.
WES

Bob - followup?
R

I don't feel that what was noted on this project is supportive of the views you have expressed including your intent that motorists "have a good trip". As you and I have discussed, problems like these can often be traced not only to lack of training but also to lack of sensitivity to traffic safety needs on projects. We have noted many projects with good traffic control activities in Oregon this year. I hope that improvements will be made on this project so that traffic is more safely handled during the remainder of the work.

Sincerely yours,

Dale E. Wilken

Dale E. Wilken
Division Administrator

10,033

STATE COPY

cc: L. W. Rulien

US Department of Transportation
Federal Highway Administration

INSPECTION REPORT

(Check appropriate box)

☐ INITIAL INSPECTION ☒ INTERMEDIATE INSPECTION ☐ FINAL INSPECTION

☐ PROJECT

☐ INSPECTION-IN-DEPTH

REGION NO. 10	REPORT NO. 3	COUNTY Multnomah	DIVISION Oregon
IN COMPANY WITH Jerry Street, ODOT			
DATE OF INSPECTION 7/11/86	INSPECTION MADE BY Marc Veneroso, Structural Engineer FHWA		PROJECT NO. IR-5-6 (118) 301
QUALITY OF WORK Satisfactory	PROGRESS OF WORK Satisfactory	TIME ELAPSED %	WORK COMPLETED 65%

HASSALO STREET
MORRISON BRIDGE RAMPS
MULTNOMAH COUNTY

CEIVED
HWY ENGR
AUG 19 '86
REFER TO
Fredrickson
FOR

NOTED
W. E. SCHWARTZ 8/20

Completed Work:

Paving 62%

Structures 82%

- Morrison Bridge ramps 100% complete
- I-5 Phase I complete (two center lanes)
- I-84 Interchange: ramps B, C, D

Work in Progress

Preparing to overlay I-5 Nbd/I-84 ramp

Comments

I did not inspect this job in great detail but rather covered it in conversations with Jerry in conjunction with a field review of the adjacent project (Greeley Ave/I-5 connection IX-IR-5-6(102)303.

Problems with the overlay placement have been mostly at deck joint assemblies. Debonding of the LMC overlay has occurred at some of the metal assemblies. They have learned that as soon as a delamination is detected, it must be sawed out and repaired immediately. Otherwise, the area of delamination tends to spread further back into the previously bonded area.

No special bonding is being done at these joints. The latex slurry is carefully brushed into the area, but otherwise no additional adhesive (eg. epoxy) is applied.

The other joint problem they encountered was at the unarmored open joints. Here the problem is more one of how to form the joint. Several materials were tried, each with some advantages and some disadvantages. Metal forms were used, but they were too expensive and not always practical to remove. Styrofoam works well, but must be protected by elaborate side forms and ramps. This is because the form must be in place before placement of the overlay begins, and the mixing truck drives over the form as it advances.

They also tried placing the overlay continuously over the joint and then coming back and

(continued on page 2)

sawing it out. This did not work at all. Either they waited too long for the overlay to set, in which case movement of the structure at the joint caused delamination, or they sawed too soon in which case the overlay was not sufficiently strong to support the sawing.

The project manager still is hoping to see this job completed on September 7, 1986.

#######

19

STATE OF OREGON

INTEROFFICE MEMO

TO: JERRY WIMER
Construction Engineer

DATE: June 25, 1987

RECEIVED
DOT DIRECTOR
JUN 26 '87
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

FROM: ALLAN C. HARWOOD
Region Operations Engineer

SUBJECT: Morrison/Hassalo
Contract No. 10033

A letter complaining of a reduction in pay for two items on the subject project got to Bob Bothman. He suggested we review the appropriateness of the pay reduction and discuss it with the construction office.

I have reviewed the pay reduction proposed by our project manager and have the following recommendation on which I would like your agreement before transmittal to the contractor.

1) Pay reduction for non specification joint seal.

Accept a credit of $2,670. This was the amount Frank Ward understood would be deducted so is the amount he deducted from the supplier. We know of no rational way to determine a correct pay reduction so the lump sum proposed is as good as any.

2) Reduction in pay due to elongated particles.

On 3 latex overlay projects checked, field test of elogated particles indicated the material met specifications. On all three jobs samples sent to Salem as record samples failed. I think there were twelve field tests from three different project manager's office which passed and three or four lab samples failed. On one project a P.A. was written to accept the aggregate, on a second project a check sample was ran in the field when the record sample failed. The check sample passed so the lab tested sample was not considered. The third project is 10033, the project Bothman referred to in his letter. My suggestion is that the pay reduction be dropped. If there is a pay reduction it should be based on field tests and all field tests passed. The tests appear to be imprecise when all field tests passed and lab tests failed. The AASHTO requirement for flat elongated particles of material retained ~~or~~ the 3/8 sieve sets a maximum of 15% with a ratio of the greatest to the least dimension of a circumscribing retangular prism of 5.1.

R. N. BOTHMA

The Morrison-Hassalo job required the test on material retained on the 1/4" sieve, set the ratio at 3:1 and limited the percentage to 10%. I question, we can check 1/4" material accurately. Also the requirement appears severe when compared to AASHTO specification.

We will await your response.

ACH:cms

cc: Bob Bothman w/attachment ✓
Roger Kuchinka w/attachment

CON 5

June 16, 1987

[illegible]

Scott T. Parker, President
Scappoose Sand and Gravel Co.
33485 E. Crown Zellerbach Road
Scappoose, OR 97056

I apologize for the late response but did refer your inquiry to Chuck Fredrickson, our Construction Engineer.

Although our contract #10033 on the Morrison Bridge ramp project is with F.E. Ward Constructors, Chuck has asked the project manager to reconsider the price reduction for excess elongated pieces in the latex modified concrete. Rick Kuehn, our Regional Engineer, will assist our project manager in looking at the problem of the out-of-spec material. Consideration will be given to the date of the price agreement.

I am committed to attempting to continue to improve the relationship between the Oregon Department of Transportation and OCAPA. I did enjoy meeting with your group at your annual meeting and plan to continue to participate with your association.

Robert N. Bothman
Director

bc: Larry Rulien
W. E. Schwarts
C. O. Fredrickson
✓Rick Kuehn - Please have your project manager review immediately the appropriateness of the price agreement in question. The review should include your office and the construction office. I'd like you to consider the lateness of the transaction.

RNB:gls

June 26, 1986

F. E. Ward, Inc.
2000 E. Columbia Way
Vancouver, WA 98661

CON 5
10033

Re: Time Extension Request
Hassalo Street-Morrison Bridge Ramp
Contract No. 10033
FAP No. IR-5-6(118)301

Your request for additional contract time for closure of the "D" ramp on this project has been carefully reviewed. A contract time adjustment of an additional seven (7) calendar days for the closure of the "D" ramp is granted. Four of these additional days are due to the difficulty in establishing grades, and three days are due to the extra work joint repair on the Morrison Bridge at the "D" ramp junction.

The adjusted contract time allowable for the closure of the "D" ramp is 27 calendar days. There remains one calendar day of liquidated damages for the closure of this ramp.

Should you wish further review of this matter, or to submit additional data, please contact Project Manager Jerry Street.

W. E. Schwartz, P.E.
Ass't. State Highway Engineer

WES:OBJ:mk

bc: C. O. Fredrickson
Al Harwood w/att.
Jerry Street w/att.
FHWA w/att.
Bruce Walton - Note: 4 C.D. "N-P"; 3 C.D. "P"

TE/278

STATE OF OREGON **INTEROFFICE MEMO**

TO: BRYANT JACKMOND
Contract Administration Engineer

DATE: June 2, 1986

FROM: Marion Craft
MARION CRAFT
Metro Region Construction Engineer

SUBJECT:

HASSALO STREET - MORRISON BRIDGE RAMP
CONTRACT NO. 10033

Attached is the contractor's request for additional time for the Morrison Bridge "D" ramp portion of this project. Revision letter No. 4 specifies 20 days as the closure time for this ramp, with $500.00 per day liquidated damages.

Also attached is Jerry Street's analysis and his recommendation.

The reasons for the extended ramp closure are (1) There was some problem in establishing a correct and acceptable grade line for the finish grades. Jerry goes through the sequence of events and recommends four days as being beyond the contractor's control; (2) There was some extra work requested by the county, for reasons listed in Jerry's letter. Jerry has determined that this caused a three day delay, and recommends we grant the contractor three days for this conflict. This brings the recommendation to seven days for the Morrison Bridge "D" ramp, and I concur in the recommendation.

W.E. Schwartz — 6-25-86

I concur with Region and Project Manager and recommend a time extension of 7 C.D. for Ramp "D" closure.

MC/ls
Attachment
cc: Jerry Street

FL ..... CAL ..... **RECEIVED** SPC IC
COE ..... OM ..... SA ..... CC ..
OE ..... JUN 03 1986 FE ..... CP .....
CA ..... PQC .....
CAM ..... CONSTRUCTION QCS .....
EBO ..... SECTION FILE .....

128-1387

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

March 31, 1986
IN REPLY REFER TO
HFO.1-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IR-5-6(118)301-Contract 10033
Hassalo St. - Morrison Bridge Ramps
Order for Force Work No. 3

Mr. Fredrickson's February 28, 1986 letter requests our August 14, 1985 authorization for the subject order.

We understand the actual work was performed in August of 1985.

The work described in the subject order appears to be eligible for Federal participation, however, we were not aware of this matter until well after the work was accomplished. Therefore, we cannot endorse the authorization date requested.

We are returning the order unapproved.

Sincerely yours,

G. K. Hassan
for Dale E. Wilken
Division Administrator

Enclosures
Order for Force Work No. 3
w/accompanying data

cc:
OSHD (C. O. Fredrickson, Const)
OSHD (G. A. Potter, Program)

WES
TAA to
Orig
4/3

RECEIVED
STATE HWY ENGR
APR 2 '86
REFER TO Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

Not

Recommended for approval
subject to comments noted:
Al ☑ Area Engineer ______
☐ Bridge Engineer ______
☐ Right-of-Way ______
☐ ______

APPROVED:

______ ______
Date Field Opns. Engr.

Return to FAPA

No knowledge of FHWA authorization

In Reply Refer to
File No.:

CON 5

DATE: February 28, 1986

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

FROM: for H. H. Patterson
C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

Federal-aid Project
No. IR-5-6(118)301

SUBJECT: Request Change Order Approval

Contract	10033, Order for Force Work No. 3
Project	Hassalo St.-Morrison Bridge Ramps
Highway	Pacific
County	Multnomah

The attached order is for the installation of Restricted Width Signs at three locations to prevent overwidth loads from using the I-84/I-5 Interchange during bridge ramp paving.

These were special signs and the State had the trained personnel to do the work expeditiously and economically.

We request your concurrence that it is cost effective and in the public interest to do this work with State forces.

The order became displaced and transmittal has been delayed by a backlog of work in the Construction Office. Measures are being taken to overcome this problem and to get transmittals back to a current basis.

The amount of this order is for $2,000.00 with federal participation amounting to approximately $1,844.

August 14, 1985 authorization date is requested.

HHP:mk

Attach.

CO/10033

RECEIVED
MAR 4 1986
OREGON DIVISION

734-2023 (2-85)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces		FUNCTION NO. ("SFO") ORDER NO. 142 — 3
PROJECT NAME (SECTION) Hassalo Street - Morrison Br. Ramps		CONTRACT NO. 10033
HIGHWAY Pacific	COUNTY Multnomah	PREFIX C10033/000
		F.A. PROJECT NO. IR-5-6(118)301

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Install Restricted Width signs at Mile Post 1.3 & 16.6 Westbound on I-84 and approximately 0.1 miles North of Columbia Blvd exit Southbound on I-205.

WORK HAS STARTED

ESTIMATE OF QUANTITIES AND COSTS:

Labor, Materials & Equipment...............$2,000.00

Effective date of authorization for work ________

EXPLANATION:

These signs were requested by Al Harwood to prevent wide loads from using the I-84 - I-5 Interchange during the overlaying of bridge ramps.

SUBMITTED BY Jerry C Street Jerry C. Street TITLE Project Manager	DATE 9-21-85	APPROVAL RECOMMENDED [redacted] [redacted] BY REGION	DATE 9-25-85
APPROVAL RECOMMENDED BY TITLE	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE SEP 30

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces		FUNCTION NO. 142 — ("SFO") ORDER NO. 3
PROJECT NAME (SECTION) Hassalo Street - Morrison Br. Ramps		CONTRACT NO. 10033
HIGHWAY Pacific	COUNTY Multnomah	PREFIX C10033/000
		F.A. PROJECT NO. IR-5-6(118)301

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Install Restricted Width signs at Mile Post 1.3 & 16.6 Westbound on I-84 and approximately 0.1 miles North of Columbia Blvd exit Southbound on I-205.

WORK HAS STARTED

ESTIMATE OF QUANTITIES AND COSTS:

Labor, Materials & Equipment...............$2,000.00

ut authorization for work ______

EXPLANATION:

These signs were requested by Al Harwood to prevent wide loads from using the I-84 - I-5 interchange during the overlaying of bridge ramps.

SUBMITTED BY Jerry C Street TITLE Jerry C. Street Project Manager	DATE 9-21-85	APPROVAL RECOMMENDED [redacted] [redacted] BY REGION	DATE 9-25-85
APPROVAL RECOMMENDED BY TITLE	DATE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC	DATE SEP 30

CONTRACT PROJECTS —
Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE THIS FORM FOR FORCE ACCOUNT WORK BY CONTRACTORS.

TITLE II PROJECTS NOT UNDER CONTRACT —
Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting and to others as appropriate.

734

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

ORDER FOR FORCE WORK

WORK TO BE DONE BY: (State Forces or Utility, Railroad, Local Government Unit, etc. — by name) State Forces	FUNCTION NO. 142 — ("SFO") ORDER NO. 3
PROJECT NAME (SECTION) Hassalo Street - Morrison Br. Ramps	CONTRACT NO. 10033
HIGHWAY Pacific — COUNTY Multnomah	PREFIX C10033/000
	F.A. PROJECT NO. IR-5-6(118)301

DESCRIPTION AND LOCATION OF WORK TO BE DONE:

Install Restricted Width signs at Mile Post 1.3 & 16.6 Westbound on I-84 and approximately 0.1 miles North of Columbia Blvd exit Southbound on I-205.

WORK HAS STARTED

ESTIMATE OF QUANTITIES AND COSTS:

Labor, Materials & Equipment...............$2,000.00

... of authorization for work ________

EXPLANATION:

These signs were requested by Al Harwood to prevent wide loads from using the I-84 - I-5 interchange during the overlaying of bridge ramps.

SUBMITTED BY Jerry C Street DATE 9-21-85 TITLE Jerry C. Street Project Manager	APPROVAL RECOMMENDED [redacted] BY REGION DATE 9-25-85
APPROVAL RECOMMENDED BY DATE TITLE	NOTED OR APPROVED BY CONSTRUCTION OR TRAFFIC DATE SEP 30

CONTRACT PROJECTS — Prepare a separate order for each type of force work. Submit original through channels to the Construction Engineer. Approved copies will be distributed to the Region, Project Manager, Highway Accounting and to others as appropriate.
DO NOT USE [illegible]

TITLE II PROJECTS NOT UNDER CONTRACT — Prepare a separate order for each type of force work. Submit original through channels to the Traffic Engineer. Approved copies will be distributed to the Region, Highway Accounting [illegible]

STATE OF OREGON

INTEROFFICE MEMO

TO: Marion Craft
Metro Region Construction Engineer

DATE: September 21, 1985

FROM: Jerry C. Street
Project Manager

SUBJECT: Hassalo St.-Morrison Br Ramps
Pacific Highway
Contract No. 10033
State Force Order No. 3

OM MRE OE PRM [✓ CE]
TOS RECEIVED ME
FAS SEP 24 1985 PDM
CSA Metro Region TAM
RAS PA EM BUD LM

Attached for your approval find two (2) copies each of State Force Order No. 3 and of Change Order Sheet.

State Force Order No. 3 sets up an account whereby State Forces can be reimbursed for expenses incurred in fabricating and installing Restricted Width signs at Mile Post 1.3 and 16.6 Westbound on I-84 and approximately 0.1 miles North of Columbia Blvd exit Southbound on I-205.

These signs were requested by Al Harwood to prevent the problem of wide loads trying to use the I-5 to I-84 Interchange during the overlaying of bridge deck ramps.

Your approval of State Force Order No. 3 is recommended.

JCS:ah

Attachments

Contains Recycled

STATE OF OREGON

INTEROFFICE MEMO

RECEIVED
STAT HWY ENGR
APR 1 '86
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

TO: MEMO TO THE FILE

DATE: March 27, 1986

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: HASSALO STREET-MORRISON STREET SECTION
DECK OVERLAY PROJECT

Larry — Mention to Commission at informal session?
B

The subject project which calls for placing a latex overlay on all of the structures in the Morrison Street/I-5 and I-5/I-84 Interchange structures has been shut down for the winter. The contractor plans on resuming work next week starting with the ramp which connects Morrison Bridge west to I-5 north. The plan is to shut that ramp off to traffic for 20 days starting April 1st. On about April 8th, the contractor will start work on the ramp which connects I-5 southbound to Morrison Bridge westbound followed immediately by the other leg of the ramp which connects I-5 south to Morrison eastbound.

R

Probably about the 20th of April, the ramp that connects Morrison eastbound to I-5 northbound will be closed. In conjunction with that closure, the ramp that connects I-5 northbound to I-84 eastbound will be overlayed involving nighttime closures and lane restrictions during the day.

The contractor will then start on the "E" structures I-5 mainline, this will necessitate reducing the traffic to one lane on I-5 between the Morrison Bridge ramps and the Hassalo street structure. During this construction our signing is designed to encourage the traffic to use the Stadium Freeway, and local traffic will be routed around construction area using Grand Avenue and the Williams Avenue on-ramp. We will avoid traffic impacts to the extent that we can during Rose Festival Week. However, we can expect significant traffic problems and backups while this work is in progress. By copy of this memo, I would ask Ron to meet with Jerry Streets' people and review the detour signing.

The purpose of this memo is to alert those interested that the subject project will have severe impact on I-5 traffic.

ACH/cy/4.7

cc Larry Rulien
C. O. Fredrickson
Ron Failmezger
Mary Volm

cc Exec Staff
Miller
Bill

3-31

R

RECEIVED
DOT DIRECTOR
APR 01 '86
REFER TO Bo Mary
FOR
Info | Inves | R/D | D/R | Sign | Act | File

81-125-1387

March 13, 1986

CON 5
#10,033

AGC-Operating Engineers
Trust Funds
P.O. Box 4668
Portland, OR 97208

Attention: Barbara J. Ford
Delinquency Coordinator

Thank you for your letter of February 10, 1986, advising that you have received payment in the amount of $1,995.78 representing contributions and interest from F. E. Ward for fringe benefits due from Emerald City Construction, Inc.

You state this is in reference to the F. E. Ward, Inc., Contract No. 10,033 for work on the Hassalo Street-Morrison Bridge Ramps in Multnomah County.

This information will be noted in our records and we will do advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: F. E. Ward, Inc.
2000 East Columbia Way
Vancouver, WA 98661

Employers Insurance of Wausau
9400 S.W. Beaverton Hwy., Ste. 300
Beaverton, OR 97005

NOTED ON CARD
3-13-86 cc

bc: Secretary of State

bbc: Bryant Jackmond

FKN:cc

AGC-OPERATING
ENGINEERS
TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

February 10, 1986

Mr. Robert W. Gormsen
Commission Services
Department of Transportation
Transportation Building
Salem, OR 97310

RE: OSHD #10033

Dear Mr. Gormsen:

This is to advise you that we have received payment in the amount of $1,995.78 representing contributions and interest from F. E. Ward, Inc. for fringe benefits due from Emerald City Construction, Inc. on the above project. Please consider our notice of claim filed January 6, 1986 as paid in full.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Ford
Delinquency Coordinator

BJF:jmf

cc: F. E. Ward, Inc.
Employers Insurance of Wausau
Emerald City Construction Co.

RECEIVED
FEB 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I.U.O.E.
Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

Employer Trustees
LLOYD BABLER, JR., *Chairman*
RICHARD ROBERTSON, *Vice Chairman*
ARTHUR WEEKS
JAMES M. WRIGHT

Union Trustees
DEAN WEAR, *Secretary*
CHARLES WALLING, *Vice Secretary*
CHARLES MARLIN
FRANCIS WICKLANDER

AGC
Oregon-Columbia
Chapter

2929 N.W. 31st AVE. • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

10.0[illegible]

STATE OF OREGON
ROAD DESIGN-HIGHWAY DIVISION

INTEROFFICE MEMO
DES 16

TO: Jerry Street
Project Manager

DATE: March 10, 1986

FROM: Art Louie Art Louie
Standard Design Supervisor

SUBJECT: Joint Sealing, Hassalo St.-Morrison Br. Ramps
Delta Park-Marquam Br.
Pacific Highway
Multnomah County

I am passing along for your information a copy of the joint sealing specification for the Azalea-Glendale Interchange Pavement Rehabilitation project. Also enclosed is a copy of the approved products list for poured filler material. The Bridge section has not approved a cold-applied joint sealant. Please let me know it you need any more information.

Attachment

cc: Norm Cuno
Art Louie NB

RECEIVED
MAR 1 1 1986
ROAD DESIGN
SECTION

RDE
FDE
SE
LE
LFE
GTE
PDE
PDS
RPM

LPC
LA
LDS
RWD
FLC
OFFICE Jerry

Copy All
Return To

81-125-1387

February 21, 1986

CON 5
#10,033

Oregon Laborers Employers Trust Funds
2929 N. W. 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes
Trust Coordinator

Thank you for your Release of Claim dated February 3, 1986, for fringe benefits due employees of Emerald City Construction, which was filed on December 20, 1985.

This appears to be in reference to your claim in the amount of $28,850.72 including liquidated damages of $2,882.45 plus interest in the amount of $244.08.

You state this is in reference to the F. E. Ward, Inc., Contract No. 10,033 for work on the Hassalo Street-Morrison Bridge Ramps in Multnomah County.

This information will be noted in our records and we will advise the surety and the contractor.

Robert W. Gormsen
COMMISSION SERVICES

cc: F. E. Ward, Inc.
2000 East Columbia Way
Vancouver, WA 98661

Employers Insurance of Wausau
9400 S. W. Beaverton Hwy, Ste. 300
Beaverton, OR 97005

bc: Secretary of State

NOTED ON CARD
2-21-86 JR

bbc: Bryant Jackmond
FKN:jk

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

RELEASE OF CLAIM ON PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

The OREGON LABORERS-EMPLOYERS TRUST FUNDS hereby releases the claim for fringe benefits due to the employees of Emerald City Construction, filed on December 20, 1985 for which F.E. Ward is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner of that project known as Hasselow/Morrison Bridge, OSHD project #10033.

DATED: February 3, 1986

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Secretary of State
F.E. Ward, Inc.

RECEIVED
FEB 10 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CL1986 - 0015

10,033

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 27 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 21, 1986

AGC-Operating Engineers Trust Funds
P.O. Box 4668
Portland, OR 97208

IN REPLY REFER TO FILE NO.: CON 5
#10,033

Attention: Cathy Joerger
Asst. Administrator

We have received your letter dated January 6, 1986, with attached Notice of Claim against the following Highway Division contract:

FILED BY:	AGC-Operating Engineers Local 701 Trust Funds
AMOUNT:	$1,989.43 together with liquidated damages of $194.42 and interest until paid
FOR:	Fringe benefits due employees of Emerald City Construction, Inc.
CONTRACT NO.:	10,033
PROJECT:	Hassalo Street-Morrison Bridge Ramps, Pacific Highway, Multnomah County
SURETY:	Employers Insurance of Wausau

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

AL SIGNED
ERT W. GORMS

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN 29 1986
SERVICES

cc: F. E. Ward, Inc.
2000 East Columbia Way
Vancouver, WA 98661

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: Secretary of State ✓ - Please acknowledge receipt of the attached claim on the copy of this letter.

NOTED ON CARD
5/16/86 CB

AGC-OPERATING ENGINEERS TRUST FUNDS
ADMINISTERED BY: ASSOCIATED ADMINISTRATORS, INC.
GARY HARRISON, ADMINISTRATOR

CERTIFIED MAIL RRR#P 617 816 433

January 6, 198~~5~~6

Employers Insurance of Wausau
9400 SW Beaverton Hwy, Ste. 300
Beaverton, OR 97005

RE: Project: OSHD #10033 - Hassalo St./Morrison St.
Multnomah County, Oregon
Prime: F. E. Ward, Inc.
Sub.: Emerald City Construction, Inc.
Surety: Employers Insurance of Wausau

Gentlemen:

Enclosed please find Notice of Claim for $2,216.06 due on the above project. Copies of the claim have been sent to Secretary of State, F. E. Ward, Inc., Emerald City Construction, Inc. and Oregon Department of Transportation. This claim is subject to revision in the event of amended certified payrolls or an audit.

We would appreciate hearing from you.

Very truly yours,

OPERATING ENGINEERS TRUST FUNDS

Barbara J. Ford
Delinquency Coordinator

BJF:jmf

Enclosure

cc: Secretary of State
Oregon Department of Transportation
F. E. Ward, Inc.
Emerald City Construction, Inc.

RECEIVED
JAN 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

I.U.O.E. Local 701

AGC - INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL 701
HEALTH & WELFARE FUND, PENSION TRUST FUND AND VACATION FUND

AGC Oregon-Columbia Chapter

Employer Trustees
LLOYD BABLER, JR., *Chairman*
RICHARD ROBERTSON, *Vice Chairman*
ARTHUR WEEKS
JAMES M. WRIGHT

Union Trustees
DEAN WEAR, *Secretary*
CHARLES WALLING, *Vice Secretary*
CHARLES MARLIN
FRANCIS WICKLANDER

2929 N.W. 31st AVE. • PORTLAND, OR 97210 • (503) 223-3185 • MAIL ADDRESS: P.O. BOX 4668, PORTLAND, OR 97208

NOTICE OF CLAIM

ON

PUBLIC WORKS BOND

TO: Oregon Dept. of Transportation
121 Transportation Bldg.
Salem, OR 97310

Notice is hereby given that AGC - OPERATING ENGINEERS LOCAL 701 TRUST FUNDS has a claim for fringe benefits due to the employees of EMERALD CITY CONSTRUCTION, INC. working under the jurisdiction of the INTERNATIONAL UNION OF OPERATING ENGINEERS LOCAL NO. 701 in the amount of ONE THOUSAND NINE HUNDRED EIGHTY NINE AND 43/100ths DOLLARS, ($1,989.43) contributions together with liquidated damages of ONE HUNDRED NINETY FOUR AND 42/100ths DOLLARS, ($194.42) and interest at the rate of twelve percent (12%) per annum from date of delinquency until paid, against the bond issued on or about ____________ bond no. ___________ on which F. E. WARD, INC. is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, is the owner, and EMPLOYERS INSURANCE OF WAUSAU is the surety, for that project known as OSHD #10033 - HASSALO ST./MORRISON ST. MULTNOMAH COUNTY, OREGON

DATED: 1/6/86

AGC - OPERATING ENGINEERS
LOCAL 701 TRUST FUNDS

Cathy Joerger
Assistant Administrator
P. O. Box 4668
Portland, OR 97208

RECEIVED
JAN 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

***Subject to revision

CL 1985-0244

10,033

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 27 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 21, 1986

CON 5 IN REPLY REFER TO FILE NO.:
#10.033

Oregon Laborers Employers Trust Funds
2929 N.W. 31st Avenue
Portland, OR 97210

Attention: Fred A. Hughes
Trust Coordinator

We have received your Notice of Claim dated December 20, 1985, against the following Highway Division contract:

FILED BY:	Oregon Laborers-Employers Trust Funds
AMOUNT:	$28,850.72 including liquidated damages of $2,882.45 and interest in amount of $244.08
FOR:	Fringe benefits due employees of Emerald City Construction
AGAINST (Prime contractor)	F. E. Ward, Inc.
CONTRACT NO.:	10,033
PROJECT:	Hassalo Street-Morrison Bridge Ramps, Pacific Highway, Multnomah County
SURETY:	Employers Insurance of Wausau

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

RECEIVED
JAN [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

NAL SIGNED
ERT W. GORMS

Robert W. Gormsen
COMMISSION SERVICES

cc: F. E. Ward, Inc.
2000 East Columbia Way
Vancouver, WA 98661

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

bc: Secretary of State - Please acknowledge receipt of the attached claim on the copy of this letter.

NOTED ON CARD
5/16/86 CB

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

NOTICE OF CLAIM
ON
PUBLIC WORKS BOND

TO: Robert Gormsen
Commission Services
121 Transportation Bldg.
Salem, Oregon 97310

Notice is hereby given that the OREGON LABORERS-EMPLOYERS TRUST FUNDS has a claim for fringe benefits due to the employees of Emerald City Construction working under the jurisdiction of the OREGON, SOUTHERN IDAHO & WYOMING DISTRICT COUNCIL OF LABORERS, in the sum of $28,850.72 which includes liquidated damages of $2,882.45, interest in the amount of $244.08 against Bond No. (unknown) issued on (unknown) which F.E. Ward is the principal, STATE OF OREGON, DEPARTMENT OF TRANSPORTATION, HIGHWAY DIVISION, is the owner, and (unknown) is the surety, for that project known as Hasselow/Morrison Bridge.

Project # OSHD #10033

DATED: December 20, 1985

OREGON LABORERS-EMPLOYERS
TRUST FUNDS

By
Fred A. Hughes
Trust Coordinator
2929 N.W. 31st Ave.
Portland, Oregon 97210

227-6012

cc: Secretary of State

Rec'd
12-24-85
DOT

CL 1986-0043
10,033

1859
VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

FILED
JAN 27 1986
BARBARA ROBERTS
SECRETARY OF STATE

January 21, 1986

Mayco Enterprises, Inc.
P.O. Box 1648
Vancouver, Wa 98668

CON 5
#10,033

IN REPLY REFER TO
FILE NO.:

Attention: Margarite Woods
President

We have received your letter dated January 7, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Mayco Enterprises, Inc.
AMOUNT:	$1,512
FOR:	Gas slab sawing
AGAINST (Prime contractor)	F. E. Ward, Inc.
SUBCONTRACTOR:	Emerald City Construction
CONTRACT NO.:	10,033
PROJECT:	Hassalo Street-Morrison Bridge Ramps, Pacific Highway, Multnomah County
SURETY:	Employers Insurance of Wausau

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

NAL SIGNED
ERT W. GORMS

Robert W. Gormsen
COMMISSION SERVICES

RECEIVED
JAN [illegible] 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CC: F. E. Ward, Inc.
2000 East Columbia Way
Vancouver, WA 98661

Employers Insurance of Wausau
2000 Westwood Drive
Wausau, WI 54401

✓

bc: Secretary of State - Please acknowledge receipt of the attached claim on the copy of this letter.

NOTED ON CARD
5/16/86 CB

Mayco Enterprises, inc.

P. O. Box 1648 • Vancouver, Washington 98668-1648
Phone (206) 696-0503

January 7, 198~~5~~6

Department of Transportation
Room 121
Salem, Oregon 97310

Re: Contract #10033
F.E. Ward~~, General~~

Notice is hereby given that the undersigned, Mayco Enterprises, Inc. has a claim for gas slab sawing for Emerald City Construction in the sum of $1512.00, against contract #10033 for work done on I-84 South Bound Ramp over pass, Portland, Oregon.

Margarite Woods

Margarite Woods
President
Mayco Enterprises, Inc.

RECEIVED
JAN 9 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CONCRETE CORING COMPANY
Concrete Cutting Company, Inc.

P.O. Box 1848 • Vancouver, Washington 98668
Phone: 206/696-2521 — 503/285-9201

Portland Seattle
Spokane Vancouver
Pasco

January 7, 198~~5~~6

Department of Transportation
Room 121
Salem, Oregon 97310

Re: Cont[illegible] #'s
9594 & 10033

Attn: Bob Gormsen

The claims I mailed to you dated J[illegible] 6, 1985 onthe above contracts, were typed on the wrong stationery in error, please destroy.

The correct company filing the claims is Mayco Enterprises, Inc., herewith find enclosed the corrected copies.

Sincerely,

Marilyn Main

Marilyn Main,
Account Controller

MM/mjm
enclosures

RECEIVED
JAN 9 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CONCRETE CORING COMPANY
Concrete Cutting Company, Inc.

P.O. Box 1848 • Vancouver, Washington 98668
Phone: 206/696-2521 — 503/285-9201

Portland Seattle
Spokane Vancouver
Pasco

January 6, 1985

filed in error - see letter of 1-7-86 for correction

Dept. of Transportation
Room 121
Salem, Oregon 97310

Re: Contract #10033
F.E. Ward, General

Notice is hereby given that the undersigned, Concrete Coring Company, Inc. has a claim for gas slab sawing for Emerald City Construction in the sum of $1512.00, against contract #10033 for work done on I-84 South Bound Ramp over pass, Portland, Oregon.

Barry Woods

Barry Woods
President
Concrete Coring Company, Inc.

RECEIVED
JAN 8 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Jerry Street
Project Manager

DATE: January 9, 1986

FROM: Art Louie
Standard Design Supervisor

SUBJECT: Hassalo St-Morrison Br. segment of the
Delta Park-Marquam Br. Sec.
Pacific Highway
Multnomah County

As per our telephone conversation, I am sending you a copy of the map showing the pavement restoration work between Hasselo St. and the Morrison Br. Ramps on I-5. I have also enclosed two details showing the typical transverse joint and the spall repair. I understand that you will be negotiating a price agreement for this work with the contractor that is doing the Hassalo St.-Morrison Br. Ramp contract.

If you have any questions or need any further information, please call me.

AL:bn

Encls.

cc: Ed Hardt
C. O. Fredrickson
Duane Christensen MC
Marion Craft
Rick Kuehn
Norm Cuno

RECEIVED
JAN 10 1986
ROAD DESIGN SECTION

RDR
FDE
SR
LR
LPE
GTE
PDE
PDS
RPM

LPC
LA
LDS
RWD
FLC
OFFICE
Copy All
Return To

N

STATE OF OREGON

INTEROFFICE MEMO

TO: RICK KUEHN
Final Design Engineer

DATE: July 1, 1985

FROM: ALLAN C. HARWOOD
Metro Region Operations Engineer

SUBJECT: HASSALO-HOLLADAY OVERCROSSING SECTION
Pacific Highway

RECEIVED
JUL 2 1985
ROAD DESIGN SECTION

RDE
I FDE RK
LE
SE
FPC
PDE
(Cg) LFE
GIE
BPO
PDS
CAD
Copy All
Return To
B/U / /

I have John Scofield's memo to you dated June 21, 1985 suggesting removal and replacement of the section of PCC pavement between "E" structures and Hassalo Structure.

If that section is to be overlaid with a bonded concrete overlay, it could be done in conjunction with our current project which involves overlay of the Hassalo Structure and overlay of structure "E". It would not be practical to include full-depth pavement replacement as part of the current contract.

I don't care about adding to the current contract for placing modified latex concrete overlays on the existing structures. However, if an overlay would eliminate the need for early replacement of that section of PCC pavement, it makes sense to add it for the existing contract.

If the existing PCC pavement is not adequate then adding an overlay would not be the proper thing to do.

ACH/gw
cc John Scofield
Curt Duval

STATE OF OREGON
ROAD DESIGN SECTION - LOCATION UNIT

INTEROFFICE MEMO

TO: Rick Kuehn
Final Design Engineer

DATE: June 21, 1985

FROM: John Scofield
Location Field Engineer

SUBJECT: Hassalo and Holladay Overcrossing Section
East Bank Viaduct Project
Pacific Highway, I-5

I have reviewed Curt Duval's memo of June 6, 1985 requesting consideration for restoring the PCC pavement between the two structures. The section of pavement is 335 feet long and currently has an AC overlay over it.

As an alternate to the suggestion from the field, I suggest we remove the existing pavement and replace it with new pavement designed for future traffic loadings. The time required would be approximately the same as that required for the preparation and placement of the bonded overlay, as the field suggested. The dense concrete overlay can only be placed over pavement that is in good condition. The time required to remove unsound pavement and replace it plus preparation of the existing pavement is probably equal to or greater than the time required to remove all the existing pavement in preparation for new pavement.

The cost of the two alternates would not be depreciably different with the probability of success for the complete replacement being much greater.

JTS:ge

cc Ron Noble
Curt Duval
Bob Pool

REFERRED TO
[✓ Mann] Cuno Henry
Layton Eriksen Gettis
Baker Anderson
King Bedford Lou
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

6/21/85
Add if possible.
Don

RECEIVED
JUN 21 1985
ROAD DESIGN SECTION

1 RDE Don
2 FDE RK
LE
SE
FPO
PDE
LFE
GTE

BPC
FDS
CAD
Copy All
Return To
B/U / /

81-125-1387

Contains Recycled Materials

STATE OF OREGON

INTEROFFICE MEMO

TO: RICK KUEHN
Final Design Engineer

DATE: June 6, 1985

FROM: CURT DUVAL
Metro Location Manager

File: 626-1943
626-1955

SUBJECT: Hassalo & Holladay Overcrossing
East Bank Viaduct
Pacific Highway (I-5)

We presently are working on plans for the Delta Park Marquam (Unit 2) pavement restoration project. We note that the section of pavement between the two subject structures is only 335' long. It is PCC surfacing overlaid with asphalt.

In light of the difficulties of detouring traffic we suggest that this short section of pavement restoration be added to the bridge deck restoration projects. We suggest that the overlay be removed, necessary PCC patching or replacement be done, and the pavement overlaid with dense concrete.

Please incorporate this work into the bridge deck restoration contracts.

CD:PEH:pa

cc Bob Pool

6/13/85

Kerry,

Ed and I do not see any problems with traffic handling to accomplish this work. Al Harwood was contacted and he concurs.

Andy

REFERRED TO
Mann Cuno Henry
Dayton Eriksen Gettis
Baker Anderson
King Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER

Is this appropriate from a traffic standpoint? If yes, Kerry, discussed w/ J. Scofield from a pavement structure viewpoint.

6/7
Rick - Review

Discuss after Don after you've looked at it.

1 RDE Doc
2 FDE RK
LE
SE
FPC
PDE
LFE
QTE

RECEIVED
JUN 7 1985
ROAD DESIGN SECTION

RPC
CA
Copy All
Return To
B/U / /

81-125-1387

June 24, 1985

F. E. Ward, Inc.
2000 East Columbia Way
Vancouver, WA 98661

CON 5

#10,033

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,033 for bridge deck overlay on the Hassalo Street-Morrison Bridge Ramps Section of the Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: Employers Insurance of Wausau
Attn: Sue Clark
9400 S. W. Beaverton Highway, Suite 300
Beaverton, OR 97005

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Jerry Street

[redacted]

F.E. WARD, INC.
2000 E. Columbia Way • Building 48C
Vancouver, WA 98661
(206) 694-8090

June 19, 1985

Oregon Transportation Commission
Department of Transportation
Highway Division
121 Transportation Building
Salem, OR 97310

Subject: Hassalo Street- Morrison Bridge Ramps
Contract No. 10,033

Attention: Robert W. Gormsen,
Commission Services

Gentlemen:

Enclosed please find the Contract Documents and required certificates of insurance executed by our firm and our surety, for subject project. Our insurance carrier advises that the necessary policies for railroad protective coverage have been issued by their home office, and it is our intent to have our carrier forward those policies directly to the Southern Pacific and Union Pacific Railroads for their approval.

Due to the time constraints outlined in the second to last paragraph of your Mr. Gormsen's letter of June 17, 1985, it is requested that the enclosed documents be reviewed and executed by the Highway Division at the earliest possible time. Due to the delays in the bid date without corresponding adjustments in the extent of the project which must be completed by September 30, 1985, any extended delay in receiving a notice to proceed could jeopardize our ability to complete on that date.

Yours truly,

F. E. WARD, INC.

F. E. Ward,
President

Enclosures: Contract Documents (2)
Certificates of Insurance

cc [illegible]

[redacted]

F.E. WARD, INC.
2000 E. Columbia Way • Building 48C
Vancouver, WA 98661
(206) 694-8090

June 11, 1985

Oregon Department of Transportation
Commission Services
121 Transportation Building
Salem, OR 97310

Subject: Hassalo St. - Morrison Bridge Ramps
Multnomah County, Oregon

Gentlemen:

Please be advised that it is our intent to utilize the following minority and women owned business enterprises on subject project:

DIRT AND AGGREGATE INTERCHANGE, INC. 20905 Northeast Sandy Blvd. Troutdale, OR 97060	Bid Item 12 (Partial)	$237,550.00
MAYCO ENTERPRISES, INC. P. O. Box 1648 Vancouver, WA 98668	Bid Item 20 (Partial)	$10,000.00
Total Subcontracts to MBEs		$247,550.00
MAYCO ENTERPRISES, INC. P. O. Box 1648 Vancouver, WA 98668	Bid Item 20 (Partial)	$10,000.00
GAYNETCO, INC. 6505 NE Columbia Blvd. Portland, OR 97218	Bid Item 28 (Complete)	$36,000.00
SERVICE STEEL ERECTION P. O. Box 37 Keno, OR 97627	Bid Item 11 (Partial)	$ 3,067.20
Total Subcontract to WBEs		$49,067.20

The subcontract to be issued to Mayco Enterprises, Inc. will be in the amount of $20,000.00, half of which has been allocated each to meet the MBE and WBE goal.

Yours truly,

F. E. WARD, INC.

F. E. Ward,
President

RECEIVED
JUN 11 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc: Lorraine Ellis

cc: H. S. Coulter

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-5-6(118)301

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM Dale E. Wilken, Division Administrator

4. PROGRAM NO.

5. ITEM NO. 40064, 40067 & 40128

6. TO

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 10 '85
REFER TO
FOR

7. DATE AUTHORIZATION EFFECTIVE 4-3-85

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION: Hassalo Street - Morrison Bridge Ramps

11. GENERAL DESCRIPTION OF WORK Bridge Deck Restoration and joint repair

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☐ ACQUISITION OF RIGHT-OF-WAY
- ☒ CONSTRUCTION — ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☒ OTHER *(Specify)* Anticipated items as shown in your "PS&E" estimate dated 3-28-85

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4-1-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $2,678,536 - Federal funds $2,470,145.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/9/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

[illegible] 14-1-4

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR 5-6(108)301 Hassalo

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
12-16-83

4. PROGRAM NO.

5. ITEM NO. 40067

6. TO
Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem OR

7. DATE AUTHORIZATION EFFECTIVE 12-16-83

8. FEDERAL ROUTE NUMBER Interstate 5

9. STATE ROUTE NUMBER Primary 1

10. GENERAL LOCATION:
O'Xing Hassalo and Holladay Sts #[illegible]3

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering deck restor.

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION including utility preparatory work TEC $17,000 - FF $15,677
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS
As requested by Mr. Swan's PEA dated 12-8-83

RECEIVED
STATE HWY ENGR
DEC 22 '83
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to 12/22

14. DATE 12-16-83

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

PROJECT PROSPECTUS
PART 4 - 'URVEY AUTHORITY

Use As Original
Plan #1021
[illegible]

1-5 W

SEE INSTRUCTIONS ON REVERSE

KEY ID# 01507

SECTION
O'Xing Hassalo & Holliday Br. #8583

REGION
Metro Region

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 626-1943

DATE 10/7/83

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,500	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		500
903 LOCAL GOVERNMENT			918 LOCATION		200	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN		5,000	921 SPECIFICA-TIONS		2,000	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION		200	950 TRAINING		1,000
910 REGION GEOLOGIST		2,000	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		200	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		100			

TOTALS	$	$ 17,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER
IR 5-6(108)301

LOCATION ENGINEER'S REMARKS

Bridge #8583 S.R. 78.0

Deck Restoration

Length: 437'

Width: 102' - 10"

RECEIVED
JAN 05 1984
ROAD DESIGN SECTION

✓ Versteeg
Anderson
Adams Bud
Macnab
Steudenmeyer TE
Turpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up / /
Action

On Prelim HIP

PREPARED BY Paul E. Hailey	DATE 10/7/83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 11/10/83
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 12-16-83	

734-1914 (7-82)

†PROJEC PROSPECTUS
PART 1 — PROJECT REQUEST

Plan #102

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01507

SECTION O'Xing Hassalo & Holliday Br. #8583			REGION Metro Region
STATE HIGHWAY # 1	HIGHWAY NAME Pacific Highway	MILE POST FROM 301.99 TO	LENGTH
☐ URBAN RURAL	CITY Portland	COUNTY Multnomah	ROAD/STREET NAME
ROUTE # I-5	FEDERAL AID # FAI 5	APPLICANT (IF OTHER THAN STATE)	

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 20.0 ~~30.0~~	GRADING	(✓)	S	FILES	(#)	0
RIGHT OF WAY		$	PAVING	(✓)	S	ACRES	(#)	0
ROADWAY	$		STRUCTURES	(✓)	S	RELOCATIONS	(#)	0
STRUCTURES	$ 270 ~~449.0~~		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 70.0					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	
40% ENGINEERING & CONTINGENCIES	$ 136. ~~208.0~~		DESIGN CATEGORY	(1-7)	7	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 476. ~~727.0~~	WORK TYPE	(1-12)	5	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER	
TOTAL ESTIMATE		$ 496 ~~757.0~~						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/85	RECOMMENDED FUNDING SOURCE FAI-4R	RECOMMENDED PROGRAM YEAR '85

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	4	4
STRUCTURES (#)	1	1
SIGNALS (#)		
BIKE PATH (Y/N)		
AVERAGE DAILY TRAFFIC	90,000	104,000
YEAR OF AVERAGE DAILY TRAFFIC	1980	2000

DEFINE THE PROBLEM

Deck Restoration Br. #8583

Length: 437' S.R. 78.0

Width: 102'-10"

Roadway Area: 44,937

PROPOSED SOLUTION

REQUESTED REGION ENGINEER X Edward ? [illegible]	DATE 10/7/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

PROJECT PROSPECTUS

Plan #102.

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 01507

SECTION O'Xing Hassalo & Holliday Br. #8583

REGION Metro Region

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
5	N	SIGNS (PERMANENT)	S	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	N	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	N	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
N/A	N/A	N/A	N/A

UTILITIES N (LIST BELOW)

COMPANIES

GHT-OF-WAY LIAISON		EASEMENTS (#)		ACCESS CONTROL (Y/N)	

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				10'	12'	12'	12'	16'	12'	12'	12'	6'				
				10'	12'	12'	12'	16'	12'	12'	12'	6'				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
		Deck Restoration			

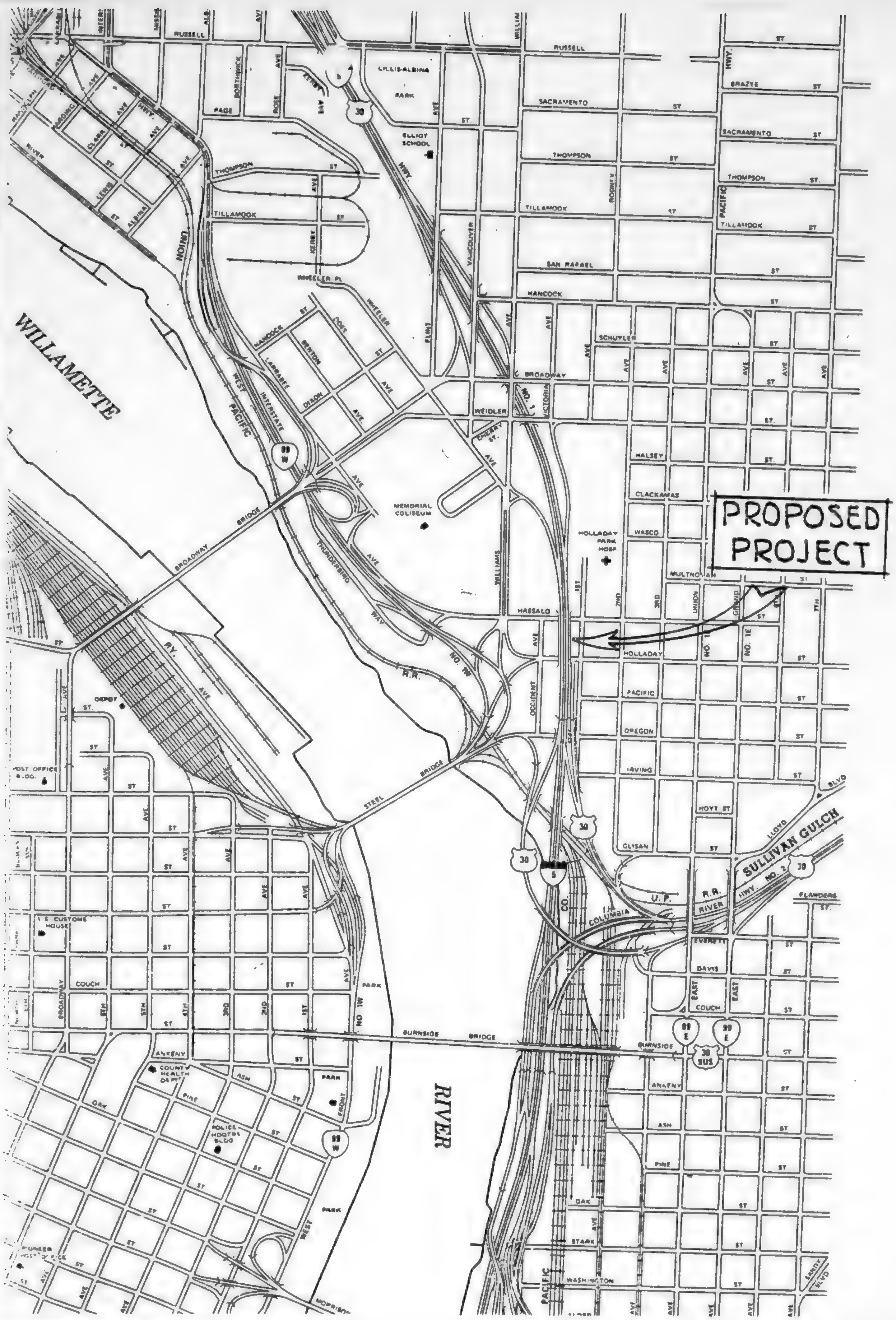
STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1	437	103	270,000 ~~449,000~~	BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date


PROPOSED PROJECT
WILLAMETTE
RIVER
RUSSELL
SACRAMENTO
THOMPSON
TILLAMOOK
SAN RAFAEL
HANCOCK
SCHUYLER
BROADWAY
WEIDLER
HALSEY
CLACKAMAS
WASCO
MULTNOMAH
HASSALO
HOLLADAY
PACIFIC
OREGON
IRVING
HOYT ST
GLISAN
SULLIVAN GULCH
LLOYD BLVD
FLANDERS ST
EVERETT
DAVIS
COUCH
BURNSIDE BRIDGE
ANKENY
ASH
PINE
OAK
STARK
WASHINGTON
ALDER
MORRISON
LILLIS-ALBINA PARK
ELLIOT SCHOOL
MEMORIAL COLISEUM
HOLLADAY PARK HOSP.
BROADWAY BRIDGE
STEEL BRIDGE
THUNDERBIRD WAY
INTERSTATE AVE
WILLIAMS
VANCOUVER
VICTORIA
UNION AVE
GRAND AVE
OCCIDENT
WHEELER PL
WHEELER
BENTON
DIXON
LARRABEE
KERBY
FLINT
CHERRY ST.
PACIFIC HWY.
WEST PACIFIC HWY.
NO. 1W
NO. 1
NO. 1E
NO. 2
R.R.
U.P. R.R.
COLUMBIA RIVER HWY.
RY.
DEPOT
POST OFFICE BLDG.
U.S. CUSTOMS HOUSE
COUNTY HEALTH DEPT.
POLICE HDQTRS BLDG
PIONEER POST OFFICE
FRONT
PARK
BROADWAY
1ST
2ND
3RD
4TH
5TH
6TH
7TH
EAST
30
99 W
99 E
30 BUS
5

1985 Multnomah Falls Parking Lot 10,034
Fence Sec, Col. R. Hwy. @ Multnomah
Falls. (fence & barriers)

10 34 jc cc: OSHD (D. Forbes)

STATE COPY 5

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 2	**COUNTY** Multnomah	**DIVISION** Oregon
DATE OF REPORT 5/31/88	**REPORT MADE BY** Ed Fischer, Assistant Area Engineer		**PROJECT NO.** IR-84-2(17)31
COMPLETION DATE (Actual) 6/17/85	**ACCEPTANCE DATE BY CONRTACT AGENCY** 3/4/86	**TIME ELAPSED** 100 %	**CONTRACT TIME** June 30, 1985

LOCATION

See Below

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

MULTNOMAH FALLS PARKING LOT FENCE
COLUMBIA RIVER HIGHWAY
Fence and barriers

This project provided for installation of shoulder barriers between the median parking lot and thru traffic. Originally, fences were to have been erected; however, prior to bid opening the Gorge Commission requested deletion of the chain link fence portion of the original project concept.

The final project cost was approximately 17.4% under the original authorization. The underrun resulted from less base rock and AC utilized in the tapers than estimated.

Work on this project commenced in May. This contractor completed the work June 17. The contract required the work to be complete by June 30.

A final inspection of the project was performed on August 2, 1985.

- EF -

RECEIVED
STATE HWY ENGR
JUN 8 '88
6/9
REFER TO
cc Construction
FOR

Info	Inves	R/D	D/R	Sign	Act	File

cm

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Edward L. Fischer		**SIGNATURE**	
TITLE Assistant Area Engineer	**DATE** 6/3/88	**TITLE** District Engineer A	**DATE** 6/6/88

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED

10.034 -
jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-2(17)31

2. STATE PROJECT NO.

2A. COUNTY NAME Multnomah

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50102

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
JAN 7 '88
REFER TO Gilmour
FOR
Info [illegible] R/D D/R [illegible] Act File

7. DATE AUTHORIZATION EFFECTIVE November 20, 1987

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER 2

10. GENERAL LOCATION:

Multnomah Falls parking lot fence section

11. GENERAL DESCRIPTION OF WORK

Increase costs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A [illegible] OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/20/87 as requested in Mr. Fredrickson's letter of 12/10/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 1 Rev. and 2 Rev. are approved to a TEC of $25,000; Federal Funds $23,055.

14. DATE 1/4/88

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

March 31, 1986

CON 5 - 10,034

United Pacific Insurance Company
Bond Department
33405 8th Avenue So. C-3000
Federal Way, WA 98003

Contract No. 10,034 awarded to Dirt & Aggregate Interchange for work on the Multnomah Falls Parking Lot Fence on the Columbia River Highway in Multnomah County was completed on January 2, 1986, and accepted by the State Highway Division on March 6, 1986.

Final payment in the amount of $1,750.88 will be released to the contractor after April 7, 1986. The total contract amount is $73,326.79 including $473.88 performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc Dirt & Aggregate
Interchange, Inc.
20905 N.E. Sandy Blvd.
Troutdale, OR 97060

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

10,034

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10034

TO: Robert Gormsen
Manager, Commission Services

DATE: March 6, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10034 , On Site Work Substantially Completed June 18, 1985

All Work Completed January 2, 1986

Project Multnomah Falls Parking Lot Fence

Highway Columbia River

County Multnomah

Type of Work Fence and Barriers

Contractor Dirt & Aggregate Intch., Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

3-31-86 - Surety letter written.

noted
R Gormsen

RECEIVED
MAR 7 - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

032

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Multnomah Falls Parking Lot Fence

WEEK ENDING: January 4, 1986

SECTION PREFIX: C10034

HIGHWAY: Columbia River Highway

COUNTY: Multnomah

NAME OF JOB: Multnomah Falls Parking Lot Fence

KIND OF WORK: Concrete Barrier

CONTRACTOR: Dirt and Aggregate Interchange, Inc.

CONTRACT NUMBER: C10034

FEDERAL AID PROJECT NUMBER: IR-84-2(17)31

DATE OF CONTRACT: May 9, 1985

DATE WORK STARTED: May 20, 1985

ESTIMATED COMPLETION DATE: June 30, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 138,529.02

SPECIFIED COMPLETION DATE: June 30, 1985

PERCENT OF TIME ELAPSED: 100

EXCLUSIVE OF ENGINEERING: $ 127,544.34

ENGINEERING AUTHORIZATION: $ 10,984.68

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 73,075.91

ENGINEERING COST TO DATE: $ 6,568.81

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 57

ESTIMATED PERCENT: OVERRUN UNDERRUN 43 %

PERCENT OF AUTHORIZATION 60 %

DATE PROJECT WAS COMPLETED: June 17, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Job substantially completed June 17, 1985.

Semi-Final submitted August 30, 1985.

3RD NOTIFICATION SENT 1-2-86

SIGNED Michael J Fisher LOCATION PORTLAND

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

10 03.4

ic

N

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IR-8-4-2(17)31

2. STATE PROJECT NO.
See Below

2A. COUNTY NAME
Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
50102

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
Potter
FOR
Info | Inves | R/D | O/R | Sign | Act | File

7. DATE AUTHORIZATION EFFECTIVE
October 7, 1985

8. FEDERAL ROUTE NUMBER
Interstate 84

9. STATE ROUTE NUMBER
Primary 2

10. GENERAL LOCATION:
Multnomah Falls Parking Lot Fence

11. GENERAL DESCRIPTION OF WORK
Landscaping and Planting Shrubs

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON XXXXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 10-7-85 as requested in Mr. Fredrickson's letter of 12-13-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 2 is approved to a TEC of $20,000;
Federal Funds $18,444.

14. DATE
12/18/85

15. SIGNATURE OF APPROVING OFFICIAL
G. K. Hossner

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10634
jc

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-2(17)31

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50102

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
DEC 19 '85
REFER TO
Potter
FOR
Info Inves R/D D.R

7. DATE AUTHORIZATION EFFECTIVE September 11, 1985

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
Multnomah Falls Parking Lot Fence Section

11. GENERAL DESCRIPTION OF WORK
Relocate or Replace Irrigation System

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 9-11-85 as requested in Mr. Fredrickson's letter of 11-26-85 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 1 is approved to a TEC of $10,000; Federal Funds $9,222.

14. DATE 12/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hossner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

STATE COPY

TO BE COMPLETED BY FHWA		
5-175	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT**	STATE OREGON COUNTY Multnomah PROJECT NO. IR-84-2(17) 31

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-84 Multnomah Falls Parking Lot Fence Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-3-85	0.0

OTHER *(Specify)*

FUNDS Pro Rata 92.22%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 138,829	$ 128,027

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

for Manager, Program Section
(Title)

BXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 29 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON MAY 21, 1985

FEDERAL AID PROJECT NO. IR-84-2(17)31

MULTNOMAH FALLS PARKING LOT FENCE
COLUMBIA RIVER HIGHWAY
MULTNOMAH COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE SFTY
SHOULDER BARRIER & FENCE

Mobilization	Lump Sum	All	Lump Sum	$ 5,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	2,000.00
Temporary Signs	Sq. Ft.	297	3.50	1,039.50
Temporary Barricades	Each	8	25.00	200.00
Temporary Plastic Safety Markers	Each	60	30.00	1,800.00
Sequential Arrow Signs	Each	2	500.00	1,000.00
Flaggers	Hour	80	25.00	2,000.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	2,000.00
General Excavation	Cu. Yd.	600	10.00	6,000.00
Aggregate Base	Ton	1,000	12.00	12,000.00
Class "B" Asphalt Concrete	Ton	500	45.00	22,500.00
Concrete Barrier, Modified	Lin. Ft.	2,150	16.75	36,012.50
				$ 91,552.00

ANTICIPATED ITEMS

Temporary Erosion Control	All Required	$ 500.00
	SUBTOTAL	$ 92,052.00
	Engineering	12,427.00
	TOTAL	$104,479.00

RETAIN IN RESERVE

Shrubs	All Required	$ 20,000.00
Irrigation Relocation	All Required	10,000.00
	SUBTOTAL	$ 30,000.00
	Engineering	4,350.00
		$ 34,350.00

Length of Project ------------ 0.0 mile

SUMMARY OF FUNDS (92.22%)

DESCRIPTION	TOTAL COST	FEDERAL FUNDS	STATE FUNDS
Shoulder Barrier	$104,479.00	$ 96,350.00	$ 8,129.00
Reserve	34,350.00	31,677.00	2,673.00
TOTAL	$138,829.00	$128,027.00	$10,802.00

Group 1: 100%
Contract No. 10,034
Prefix: 626-1972 P.E.
Prefix: 626-1020

CPL:pf

CON 20

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
Metro Region
9002 SE. McLOUGHLIN BLVD., MILWAUKIE, OREGON 97222 PHONE 653-3090

In Reply Refer To
File No.:

April 12, 1985

NOTED
H. S. COULTER

Gene Zimmerman
District Ranger US Forest Service
31520 SE Woodward Road
Troutdale, OR 97060

I appreciate the speedy response that your people took on the question of the fencing project at Multnomah Falls Parking Lot. We have adopted the suggestion that I received from Barbara Kennedy on April 10th, whereby we would substitute a "horizontal barrier" consisting of some kind of vegetative screening for the fencing. Our landscape architect will be in contact with Dick Shaffer to work out the details of what this planting should be.

I believe this solution will meet both of our agencies needs and still adequately serve the public. You cooperation has been appreciated.

ORIGINAL SIGNED BY
EDWARD L. HARDT

Edward L. Hardt
Metro Region Engineer

ELH:cy

cc Pat Amedeo
Jeff Breckel

bc Scott Coulter
Duane Christensen
Harry Woodward
Jim McNamee

RECEIVED
STATE HWY ENGR
APR 15 '85
REFER TO

FOR

Info	Inves	R/D	D/R	Sign	Act	File

734-1850

Duane Christensen
File

STATE OF OREGON — INTEROFFICE MEMO

TO: MEMO TO THE FILE

DATE: April 11, 1985

ORIGINAL SIGNED BY
EDWARD L. HARDT

FROM: Ed Hardt
Metro Region Engineer

SUBJECT: MULTNOMAH FALLS BARRIER AND FENCE PROJECT

On Friday, April 5th, I met at Multnomah Falls Parking Lot with Harry Woodward, Jeff Breckel, Executive Secretary of the Oregon-Washington Columbia Gorge Commission, and Gene Zimmerman and Barbara Kennedy of the US Forest Service. The purpose of the meeting was to discuss our proposal for concrete barrier and fencing in the Multnomah Falls Parking Lot Area which had raised some concerns from the Gorge Commission and the Forest Service.

It turns out that the Forest Service had just recently successfully convinced the UPRR to bury their signal lines and also had gotten the City of Cascade Locks to bury their power lines in the area so as to open up the view from the Parking Lot to the Falls and the lodge. They were concerned that any fencing that we would do would negate these efforts. See a copy of Gene Zimmerman's April 8 letter (attached) for further details.

At Harry's suggestion, I proposed that we move the fence from the top of the barrier to behind it to minimize its intrusion into the skyline. The Forest Service people still weren't very thrilled with this idea and we parted with the understanding that they would bring their landscaping people into the picture and see if there were any other alternative ideas. I told them since the project was out for bids at the present time, I would have to have any input by April 10, in order to make any changes to the proposal.

On April 10, Barbara called and proposed that we replace the fencing with what she referred to as a "horizonal barrier" of some kind of plantings. She mentioned a certain kind of juniper that was very uncomfortable for people to walk through. This "horizonal barrier" would be on the order of ten feet wide so that people would not be able to jump over it. One of the Forest Service people had seen or heard of this being used in Europe and said it was reported to be effective as a people-barrier.

MORE

I told Ms. Kennedy that my concern for her proposal was whether it would be considered adequate to solve the basic problem that the project is intended to do and that is to prevent pedestrians from getting onto the freeway and also to prevent errant vehicles from getting into the parking lot. Incidently, she had already told me that no one in the Forest Service had any problems with the concept of the concrete barriers for vehicle protection. Their concern was for the esthetics for the fencing.

I then spoke to Dale Hormann and asked him whether he felt that the proposal from the Forest Service for the "horizonal barrier" would satisfy the test of what a prudent person would do in this situation. Dale told me that he felt this would be an adequate solution and he had no problems proceeding with substituting the horizonal vegetative barrier for the fencing. I told him I would also consider putting in some signing prohibiting pedestrians beyond a certain point and he said that would be fine, but wouldn't be absolutely necessary.

At this point, since Cliff Christianson happened to be in the building, I mentioned this situation to him and he said he would had no problem with the vegetative barrier instead of the fencing. I told him that depending on how the planting season fell with respect to the completion of the contract we might consider putting the plantings in with our own forces rather than the contractor, but it would be done as part of the contract.

Since at a previous visit to the office I had mentioned this as a potential problem to Scott Coulter, I then took the opportunity to discuss the current situation with him and suggested that we proceed with the substitution as requested by the Forest Service. He agreed.

I called Art Brummitt and asked him to issue an addendum letter which would eliminate the fencing from the project. I had already discussed this with the designer, Fred Erickson, and we concluded that wherever there was fencing we would substitue the vegetative barrier.

MORE

Along the way, I had called Merlyn Anderson's office to verify that there were plantings available that would accomplish what the Forest Service had suggested. Merlyn was out, but I spoke to Mike Lucker, who told me this use of vegetation was commonly done and he saw no problems in coming up with some kind of plantings that would accomplish the purpose and by specifying close spacing and relatively large plantings it could become effective quite soon.

By copy of this memo, I am requesting Merlyn Anderson get in contact with the Forest Service's landscape architect and with him come up with a planting scheme to accomplish what we have been talking about here. That person is Dick Shaffer at 666-0673 in Troutdale. I'd like Merlyn, in essence, to develop a plan for this planting and a cost estimate. That cost estimate should be furnished to Art Brummitt on or before the 25th of April (bid opening day) so that he can see to programming sufficient money into the project authorization to cover cost of the plantings.

LH:cy
cc Scott Coulter w/attachment
Dale Hormann "
Duane Christiansen ✓ "
Merlyn Anderson "
Art Brummitt "
Harry Woodward "
Jim McNamee "

2 RDE
1 FDE ✓
LE
SE
FPC
PDE
LFE
GTE
RECEIVED
APR 12 1985
ROAD DESIGN SECTION
BPC
FDS
CA
Copy All
Return To File
B/U / /

United States
Department of
Agriculture

Forest
Service

Reply to 2330

Date. April 8, 1985

Ed Hart
Oregon Department of Transportation
9002 S.E. McLoughlin
Milwaukie, OR 97222

Dear Ed:

Thank you for the opportunity to meet with you and discuss the proposed Multnomah Falls parking lot fencing project. We appreciate your willingness to consider alternatives to a combination GM barrier-chain link fence. Recently considerable effort and dollars have been expended to improve the environment in the Falls vicinity including the USDA, Forest Service and permittee plaza construction and lodge restoration, and burying of transmission and signal lines by the Union Pacific Railroad and City of Cascade Locks. It would be unfortunate if ODOT reversed this trend with a visually unsympathetic project.

We, too, are concerned for public safety. The unfortunate accident which occurred last summer happened in an area where there is absolutely no barrier between the parking area and I-84. A GM barrier installed without a chain link fence would both visually and physically separate the freeway and parking lot and eliminate inadvertant freeway crossings by pedestrians. We feel a chain link fence installed atop the barrier is unnecessary and unsightly and strongly object to its installation.

We feel the best alternative is to install a GM barrier between the freeway and parking lot where there presently is no protection. If at a later date there still appears to be safety procedures, then other alternatives such as some sort of inpenetrable plantings or fencing could be considered. At any rate, we feel that a chain link fence installed in the parking lot is objectionable and should be considered only after alternatives are exhausted.

Sincerely,

GENE ZIMMERMAN
District Ranger

cc: Ms. Pat Amedeo
254 State Capitol
Salem, OR 97310

Mr. Jeff Breckel
Oregon-Washington Columbia Gorge Commission
Stevenson, WA 98648

FS-6200-11(8-80)

cc: H. S. Coulter

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IR-84-2(17)31

2. STATE PROJECT NO. See below

2A. COUNTY NAME Multnomah

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 50102

6. TO
Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 10 '85
REFER TO
Potter
FOR
File

7. DATE AUTHORIZATION EFFECTIVE 4-3-84

8. FEDERAL ROUTE NUMBER Interstate 84

9. STATE ROUTE NUMBER Primary 2

10. GENERAL LOCATION:
Multnomah Falls Parking Lot Fence Section

11. GENERAL DESCRIPTION OF WORK
Fence and barriers

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" estimate dated 3-29-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's 4-1-85 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $133,723 - Federal funds $123,319.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve no passing zone striping to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/9/85

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

Jun 20

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

April 8, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon IR-84-2(17)31
Multnomah Falls Parking Lot Fence
Columbia Rivery Highway - Multnomah County

We have reviewed Mr. Kuehn's March 27, 1985 request. This will confirm our verbal concurrence that no salvage credit is due on this project for guardrail being removed.

Sincerely yours,

G.K.
for Dale E. Wilken
Division Administrator

cc:
OSHD (Gary Potter, Prgrm Mgmt)
OSHD (R. Kuehn, Final Design)

NOTED
E. S HUNTER

RECEIVED
STATE HWY ENGR
APR 9 '85
REFER TO
Hunter
FOR

Info	[illegible]	R/D	D/R	Sign	Act	File

11 20

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310
ROAD DESIGN SECTION

In Reply Refer to
File No.: DES 16

March 27, 1985

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

Attention: Glenn K. Hossner

Multnomah Falls Parking Lot Fence Section
Columbia River Highway
Multnomah County

Construction of a concrete shoulder barrier and fence at the Rest Area will require the removal of 362.5 feet of guardrail on the eastbound lanes.

We are proposing to require the contractor to salvage and stockpile the old guardrail at the East Cascade Locks Interchange highway maintenance storage yard. The state would like to acquire the materials for maintenance use.

The salvage credit for the guardrail (approx. 2,800 Lbs.) is about $70 with perhaps $40 for 40 ± posts. Since the Salvage credit would be so small, we propose there be no salvage credit.

This proposal has been discussed with Mr. Clifford Christianson of the FHWA.

RECEIVED
[illegible] 27 [illegible]
ROAD DESIGN SECTION

RDE
FDE
LE
SE
FPC ✓
PDE
LFE
GTE
BPC
FDS
CAD
Copy All
Return To
B/U ___/___/___

Form 734-3122

We solicit your concurrence that it is in the public interest to salvage this material.

Duane O. Christensen, P.E.
Road Design Engineer

By

Richard A. Kuehn, P.E.
Final Design Engineer

RK:FE:as

cc: H.S. Coulter
cn E.S. Hunter
Gary Potter
Bob Pool
Ed Hardt
Ted Litchfield
Fred Eriksen

[illegible]

Con 20

rll

U. S. DEPARTMENT OF TRANSPOR[illegible]ION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.: IR-84-2(13)31

2. STATE PROJECT NO.: See Below

2A. COUNTY NAME: Multnomah

3. FROM:
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.:

5. ITEM NO.: 50102

6. TO:

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

[illegible]

7. DATE AUTHORIZATION EFFECTIVE: 11/19/84

8. FEDERAL ROUTE NUMBER: Interstate 84

9. STATE ROUTE NUMBER: Primary 2

10. GENERAL LOCATION:

Multnomah Falls Parking Lot Fence Section

11. GENERAL DESCRIPTION OF WORK:

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION TEC $7,500; FF $6,916
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS:

As requested by Mr. Potter's PEA dated 11/5/84.

RECEIVED
STATE HWY ENGR
NOV 23 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig to
11/23

14. DATE: 11/20/84

15. SIGNATURE OF APPROVING OFFICIAL: G. K Hossner

16. TITLE: for Division Administrator

FORM PR-1240
(Rev. 12-79)

PREVIOUS EDITIONS MAY BE USED

CON-20

PRO

Date: September 27, 1984

To: Oregon Transportation Commission

From: H.S. Coulter
State Highway Engineer

Subject: Requests for Approval to Add Ten Projects to and Remove one from the Six Year Program

On your Agenda for your consideration at the October 9 meeting will be a request to add the following projects to the Six Year Highway Improvement Program:

SECTION:	Corvallis/Lebanon Interchange-Halsey Interchange	
HIGHWAY:	Pacific	
COUNTY:	Linn	
PROGRAM YR:	Development - Final Plans In 1987	
FUNDING:	I-4R	
	Total Estimated Cost:	$12,000,000

DESCRIPTION: Perform preliminary engineering to prepare a project for future contract. Existing asphalt concrete pavement on the outside travel lane has broken down. Possible solution would replace AC with 11" of PCC and overlay the inside lane with 4" of AC.

IMPACT: Funds are available for the development work. The funding is Interstate 4R, which is assigned and available in later years in the Six Year Program for projects to be identified.

SECTION:	S. Ashland Interchange-California St. Line	
HIGHWAY:	Pacific	
COUNTY:	Jackson	
PROGRAM YR:	Construction - 1987	
FUNDING:	I-4R	
	Total Estimated Cost:	$21,000,000

DESCRIPTION: The wearing surface is in serious condition resulting in high maintenance costs. This project would remove the existing pavement and place continuously reinforced concrete pavement. The basic section would provide 3 lanes up the hill and two down.

IMPACT: Interstate 4R funds are assigned and available in the Six Year Program for FY 1987 for projects to be identified.

SECTION: Middle Fork Cold Springs Canyon Bridge #04775
HIGHWAY: Athena - Holdman
COUNTY: Umatilla
PROGRAM YR: Construction - 1985
FUNDING: HBR
Total Estimated Cost: $ 180,000

DESCRIPTION: Excessive decay in stringers and pile caps. Construct concrete slab span, widen and overlay.

IMPACT: There is a significant balance of HBR funds available to the Division, so the addition of this project to the Program for construction in FY 85 will have a minimal impact.

SECTION: Cape Creek Bridge #1113
HIGHWAY: Oregon Coast
COUNTY: Lane
PROGRAM YR: Construction - 1986
FUNDING: HBR
Total Estimated Cost: $ 800,000

DESCRIPTION: The structure has spalled concrete and exposed rebar. This project calls for experimental concrete rehabilitation to repair and seal the remaining structure.

IMPACT: HBR funds are assigned and available in FY 1986 of the Six Year Program for projects to be identified.

SECTION: Nehalem River (Banzer) Bridge #3140A
HIGHWAY: Nehalem
COUNTY: Columbia
PROGRAM YR: Construction - 1986
FUNDING: HBR
Total Estimated Cost: $ 900,000

DESCRIPTION: This project calls for rehabilitation and widening of the existing structure.

IMPACT: HBR funds are assigned and available in FY 86 of the Six Year Program for projects to be identified.

SECTION: Haynes Inlet Slough Bridge #7501
HIGHWAY: Oregon Coast
COUNTY: Coos
PROGRAM YR: Construction - 1987
FUNDING: HBR
Total Estimated Cost: $ 900,000

DESCRIPTION: Wooden piles have been attacked by marine animals. This project will replace the wooden piles and caps with concrete and replace substandard rail.

IMPACT: HBR funds are assigned and available in FY 1987 of the Six Year Program for projects to be identified.

SECTION: Big Creek Bridge #1180
HIGHWAY: Oregon Coast
COUNTY: Lane
PROGRAM YR: Construction - 1988
FUNDING: HBR
Total Estimated Cost $ 1,300,000

DESCRIPTION: This structure is past rehabilitation due to salt intrusion damage and substandard clearances. This project would replace the structure.

IMPACT: HBR funds are assigned and available in FY 1988 of the Six Year Program for projects to be identified.

SECTION: Lost River Bridge #2417
HIGHWAY: Klamath Falls/Malin
COUNTY: Klamath
PROGRAM YR: Construction - 1988
FUNDING: HBR
Total Estimated Cost: $ 250,000

DESCRIPTION: This project calls for rehabilitation and widening of the existing structure.

IMPACT: HBR funds are assigned and available in FY 1988 of the Six Year Program for projects to be identified.

SECTION: Multnomah Falls Parking Lot Fence
HIGHWAY: Columbia River
COUNTY: Multnomah
PROGRAM YR: Construction - 1985
FUNDING: I-4R
Total Estimated Cost: $ 113,000

DESCRIPTION: There is no physical barrier between the travel lanes and the parking area. People and pets can access the travel lanes thereby creating a very hazardous situation. This project provides for installation of a 4' chain link fence and concrete shoulder barrier around the parking lot.

IMPACT: I-4R funds are available. This project will have little impact on the program.

SECTION: Gray Creek (Cedar Flat X'ing) #3964
HIGHWAY: McKenzie
COUNTY: Lane
PROGRAM YR: Construction - 1985
FUNDING: State
Total Estimated Cost: $ 40,600

DESCRIPTION: A 6'x6' reinforced concrete box culvert currently in place is inadequate to handle the discharge. There is erosion at the end of the box causing settlement of the pavement. This project would add an 8'x8' RCBC beside the existing 6'x6'.

IMPACT: State Funds are available.

There is also a request to remove the following project from the Six Year Program:

SECTION: Columbia River at Power Line Rd.
HIGHWAY: Columbia River
COUNTY: Umatilla
PROGRAM YR: Construction - 1985
FUNDING: FAP
Total Estimated Cost: $ 50,000

DESCRIPTION: This project was to provide a left turn refuge onto a relocated local facility, Power Line Road. The County has indicated that the relocation project has essentially been dropped, thus eliminating the need for the turn refuge.

IMPACT: Due to short supply of FAP funds, this change would have a positive effect on the program.

cc Fred D. Miller
R.W. Gormsen
R.N. Bothman
E.S. Hunter
W.E. Schwartz
G.A. Potter
C.O. Fredrickson
J.H. Versteeg
L.E. George
Cam Gilmour
F.E. Terpin
V.E. Skoog
Region Engineers
George Bell

1985 Forest Grove-Gaston Sec, 10,035
Tualatin Valley Hwy. S. of Forest Grove
(paving)

10,035

January 30, 1986

CON 5
#10,035

Insurance Company of North America
P.O. Box 7985
San Francisco, CA 94120

Contract No. 10,035 awarded to Baker Rock Crushing Company for paving on the Forest Grove-Gaston Section of the Tualatin Valley Highway in Washington County was completed on August 14, 1985, and accepted by the State Highway Division on December 31, 1985.

Final payment in the amount of $5,177.39 will be released to the contractor after February 5, 1986. The total contract amount is $247,321.28 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Baker Rock Crushing Company
21880 S. W. Farmington Road
Beaverton, OR 97007

Emery & Karrigan, Inc.
123 NE 3rd, #465
Portland, OR 97232

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Bill Anhorn

10,035

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: December 31, 1985

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10035, On Site Work Substantially Completed 6-12-85

All Work Completed 8-14-85

Project Forest Grove-Gaston

Highway Tualatin Valley

County Washington

Type of Work Paving

Contractor Baker Rock Crushing Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

1-30-86 - Surety letter written.

OK for payment

noted
RWGormsen

RECEIVED
JAN 7 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

1c 35 w

ROAD DESIGN SECTION 378-3487 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

September 13, 1985

D. O. Christensen
Road Design Engineer

File 54898
Forest Grove-Gaston Section
Nehalem Highway
Washington County

Attached is a description (written by the City of Forest Grove), an authorization and right of way prints covering right of way required for the subject project.

By: ORIGINAL SIGNED BY
G. F. STRAWN

George F. Strawn
R/W Descriptions Supervisor

GFS:rlr
Attachments

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Forest Grove - Gaston

WEEK ENDING: Sept. 7, 1985

SECTION PREFIX: 34-1558

HIGHWAY: Tualatin Valley

COUNTY: Washington

NAME OF JOB: Forest Grove - Gaston

KIND OF WORK: Paving

CONTRACTOR: Baker Rock Crushing Co.

CONTRACT NUMBER: 10035

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 30, 1985

DATE WORK STARTED: June 3, 1985

ESTIMATED COMPLETION DATE: June 12, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0

SPECIFIED WORK DAYS: 000

WORK DAYS USED: 0

SPECIFIED CALENDAR DAYS: 000

CALENDAR DAYS USED: 000

SPECIFIED COMPLETION DATE: August 31, 1985

PERCENT OF TIME ELAPSED: 00

PROJECT AUTHORIZATION: $ 270,953.45

EXCLUSIVE OF ENGINEERING: $ 251,983.00

ENGINEERING AUTHORIZATION: $ 21,485.30

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 251,983.00

ENGINEERING COST TO DATE: $ 19,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 7.0%

PERCENT OF AUTHORIZATION: 91%

DATE PROJECT WAS COMPLETED: June 12, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
--	--	--	--	--	--	--	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.0	0.0	0.0	0.0	0.0
MILES PARTIALLY COMPLETED	0.0	0.0	0.0	0.0	0.0
MILES COMPLETED	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	0.0cy	0.0tn	0.0tn	0.0tn	6100.ton
TOTAL QUANTITIES CORRECTED TO DATE	0.0cy	0.0tn	0.0tn	0.0tn	0.0tn
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0.0cy	0.0tn	0	0.0tn	7000.ton
AVERAGE DAILY QUANTITIES					1200.0tn
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	00	00	00	00	00	00		

	WEATHER	WORK DAYS CHARGED	HOURS DELAY
SUNDAY 01	**********		
MONDAY 02	Clear		
TUESDAY 03	Clear		
WEDNESDAY 04	Cloudy		
THURSDAY 05	Clear		
FRIDAY 06	Cloudy		
SATURDAY 07	***********		

CE CAE RECEIVED LS TC
COE OM SA CC
OE SEP 23 1985 FE CP
CA PQC
CAM CONSTRUCTION OCS
EEO SECTION FILE

CONTR. NO: 10035 DATE: Sept. 7, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 01	No activity.
MONDAY 02	No activity
TUESDAY 03	No activity
WEDNESDAY 04	No activity
THURSDAY 05	No activity
FRIDAY 06	No activity
SATURDAY 07	No activity

REMARKS

STATUS: Completed paving overlay with a total tonage of 6998.27.
2nd Notification 6/12/85.

LAST REPORT - 3rd notice 8-14-85. Semi-final submitted to Region 8-14-85.

SIGNED LOCATION Salem
Arvey D. Nelson, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

1985 M.P. 19.40-M.P. 20.40 Sec, 10,036
Pac. Hwy. W. east of Newberg.
(paving)

10,036

June 9, 1986

CON 5 - #10,036

United Pacific Insurance Company
Bond Department
33405 8th Avenue S., C-3000
Federal Way, WA 98003

On March 10, 1986, we wrote to you concerning release of final payment on Contract No. 10,036 awarded to Comco Construction Company, Oreg. Ltd., dba Salem Road and Driveway for work on the M.P. 19.40-M.P. 20.40 Section of Pacific Highway West in Washington and Yamhill Counties.

Final payment on this contract is $5,993.27 and the total contract amount is $139,989.12. No work was performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Comco Construction Company, Oreg. Ltd.
dba Salem Road and Driveway
P.O. Box 603
Salem, OR 97308

bc: C. O. Fredrickson
Walt Hart
Bill Anhorn

10,036

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10036

TO: Robert Gormsen
Manager, Commission Services

DATE: February 28, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10036, On Site Work Substantially Completed June 3, 1985

All Work Completed December 3, 1985

Project M.P. 19.40-M.P. 20.40

Highway Pacific Highway West

County Washington-Yamhill

Type of Work Paving

Contractor Comco Const. Co., Oregon Ltd. dba Salem Road & Driveway Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

3-10-86- Surety letter written.

Noted

RECEIVED
FEB 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Pacific Hwy West M.P. 19.40 - 20.40

WEEK ENDING: Oct. 26, 1985

SECTION PREFIX: 36-1555

HIGHWAY: Pacific Hwy West

COUNTY: Washington-Yamhill

NAME OF JOB: M.P. 19.40 - M.P. 20.40

KIND OF WORK: Paving

CONTRACTOR: Comco Const. Co.

CONTRACT NUMBER: 10036

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: April 30, 1985

DATE WORK STARTED: May 24, 1985

ESTIMATED COMPLETION DATE: June 3, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN 0 SUPERVISION: 0

SPECIFIED WORK DAYS

WORK DAYS USED

SPECIFIED CALENDAR DAYS 000

CALENDAR DAYS USED 00

SPECIFIED COMPLETION DATE: 08/31/85

PERCENT OF TIME ELAPSED: 00

PROJECT AUTHORIZATION: $187,722.19

EXCLUSIVE OF ENGINEERING: $172,836.73

ENGINEERING AUTHORIZATION $14,885.46

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $172,836.73

ENGINEERING COST TO DATE $15,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100

ESTIMATED PERCENT: OVERRUN UNDERRUN . . . . . . 0.0 %

PERCENT OF AUTHORIZATION 101%

DATE PROJECT WAS COMPLETED: June 3, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
00	00	00	00	100	00		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.0	0.0	0.0	0.0	0.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)	0.0	0.0	0.0	0.0	3788.0
TOTAL QUANTITIES CORRECTED TO DATE	0.0	0.1	0.0	0.0	0.0
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	0.0cy	0.0tn	0.0tn	0.0tn	4200ton
AVERAGE DAILY QUANTITIES	0.0cy	0.0tn	0.0tn	0.0tn	0.0tn
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0.0cy	0.0tn	0.0tn	0.0tn	0
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	0000	0000	0000	0000	0000	0000		
PERCENT	~~00~~	~~00~~	~~00~~	~~00~~	~~00~~	~~00~~		

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	20	*******			
MONDAY	21	Cldy/Shwr			
TUESDAY	22	Cldy/Shwr			
WEDNESDAY	23	Showers			
THURSDAY	24	Showers			
FRIDAY	25	Cloudy			
SATURDAY	26	*******			

CONTR. NO: 10,036 DATE: Oct. 26, 1985

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

20 SUNDAY	No activity.
21 MONDAY	No activity
22 TUESDAY	No Activity
23 WEDNESDAY	No Activity
24 THURSDAY	No Activity
25 FRIDAY	No Activity.
26 SATURDAY	No Activity

REMARKS

STATUS: Construction work complete.
2nd Notification June 3, 1985.

LAST REPORT - Semi-final submitted to Region 8-16-85.

SIGNED Terri Vann for LOCATION SALEM
ARVEY D. NELSON, PROJECT MANAGER

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

1985 Clackamas Hwy.-Clackamas Br, 10,037
Sec, Pac. Hwy. E. between Milwaukie &
Gladstone. (paving & drainage)

10,037

5

April 20, 1988

CON 5 - #10,037

The Travelers Indemnity Co.
Surety Department
111 S. W. Fifth, #1600
Portland, OR 97204

On March 5, 1987, we notified you that the final payment would be released to Cascade Construction Co., Inc. Liquidating Trust after March 10, 1987, on Contract No. 10,037 for work on the Clackamas Highway-Clackamas Bridge Project of the Pacific Highway East in Clackamas County.

Our Accounting office has now notified us that the final contract amount was $645,977.20 including $29,988.79 for work performed under force account.

We are sorry for the delay in notification to you.

Fran Neavoll
COMMISSION SERVICES

cv

cc: Cascade Construction Co., Inc.
Liquidating Trust
P. O. Box 4267
Portland, OR 97208

Don Reger & Company
520 S. W. Stark St.
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
Hwy. Acctg.
Rick Kuehn

10,037

STATE OF OREGON

Contract Payments 378-6594

INTEROFFICE MEMO

FILE: CON 5
10037

TO: Commission Services

DATE: February 26, 1987

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10037, On Site Work Substantially Completed September 20, 1985

All Work Completed March 28, 1986

Project Clackamas Hwy.-Clackamas Bridge

Highway Pacific Highway East

County Clackamas

Type of Work Paving and Drainage

Contractor Cascade Construction Co., Inc.

WES:BMW:ll

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

Surety ltr. sent - 3-4-87

RECEIVED
MAR 2 1987
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,037

10,037

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE 222-6421
Equal Opportunity Employer

December 24, 1986

Dept. of Transportation
Highway Division
Transportation Building
Salem, OR 97310

Attention: Janice M. Henry, Contract Accounting Supervisor

Enclosed are Assignment of Claims by Cascade Construction Company, Inc. to Cascade Construction Company, Inc. Liquidating Trust for the amount we have pledged in lieu of retainages and I assume any other payments to be received. This is the vehicle needed to allow Cascade to liquidate yet somehow the tag-end items must be cleared. The Surety has signed and one Power of Attorney is enclosed as documentation.

Our $258,000 U. S. National Bank Time CD matures Monday, December 29. I will renew it in the same amount in the name of Cascade Construction Company, Inc. As it matures Lakeside Industries should have been assigned Contract 10,190 which will release $125,000 as I believe that they will post securities also. If this isn't clear, please call me on Monday.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris, President (short term)

JEM:mk

cc: Connie Angel, Asst. Manager
Safekeeping Dept.
U. S. National Bank of Oregon
P. O. Box 4412
Portland, OR 97208

cc: pl[illegible] & ca. att to [illegible] [illegible] [illegible] Rick [illegible] Bill A[illegible]) original in Hwy Atty

RECEIVED
HIGHWAY ACCOUNTING

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

December 24, 1986

Connie Angel, Assistant Manager
Safekeeping Dept.
U. S. National Bank of Oregon
P. O. Box 4412
Portland, OR 97208

RE: Cascade Construction Company, Inc.

Dear Ms. Angel:

Enclosed are copies of Assignments of Claim which we have delivered to the Highway Division of the Oregon Department of Transportation which assign the current deposit safekeeping receipt No. 269086 and any replacements or substitutions thereof from Cascade Construction Company, Inc. to Jon E. Morris, Trustee under the Cascade Construction Company, Inc. Liquidating Trust.

As funds are released by the State of Oregon they should be delivered to the trustee of the liquidating trust at P. O. Box 4267, Portland OR 97208 or bank transfer.

If you have any questions, please call me.

Very truly yours,

Jon E. Morris
Trustee for The Cascade Construction
Company, Inc. Liquidating Trust

JEM:mk

Enclosure

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC has been named the recipient of the Oregon C.U.P.
Award for outstanding achievement in protecting the environment.

ASSIGNMENT OF CLAIM

Contract No.: OSHD 10037

FOR THE CONSIDERATION OF the covenants and conditions set forth in that ~~($) Dollars, to paid,~~ certain Cascade Construction Company, Inc. Liquidating Trust (the "Trust"), CASCADE CONSTRUCTION COMPANY, ~~hereby sell, assign and transfer the within claim for~~ INC., and Oregon corporation, hereby sells, assigns and transfers the within claim for retainage in the amount of One Thousand Dollars ($1,000) and the deposit to secure said retainage represented by U. S. National Bank of Oregon Safekeeping Receipt No. 269086, and any replacements or substitutions for said safekeeping receipt, and interest thereon as well as any additional funds that may be allocated to said contract under said safekeeping receipt, or any replacement or substitution thereof, together with all other sums due or to become due under said Contract

to JON E. MORRIS, Trustee, under the Trust and authorize and empower said JON E. MORRIS, Trustee to act as agent for Cascade Construction Company, Inc. and in its name, place and stead, to verify said claim and to sign, receipt for and receive any warrant that may hereinafter be drawn on the Treasurer of the State of Oregon or the various counties within the State of Oregon in payment of said claim, and to indorse said warrant for payment by said Treasurer; provided, however, that nothing herein shall in any manner supersede or defeat the state's prior and superior claim in interest in and to said funds. And provided further that this assignment shall not in any way jeopardize the interest of person's furnishing labor or materials in connection with the performance of the contract, or which may in any way impair the funds available for such purposes, but any assignment of funds before the completion of the job and before all claims and debts incurred in the performance of the work had been paid shall be void as against the debts or claims incurred in connection with the performance of said work.

Witness my hand this 22 day of December, 19 86

Executed in the presence of us as witnesses:

James R. Moore
Witness

Donna J. Benfield
Witness

APPROVED
JK
Chief Counsel
Department of Transportation

CASCADE CONSTRUCTION COMPANY, INC.
By:
CONTRACTOR

The Travelers Indemnity Company
By: Dean R. Pettit
SURETY
ATTORNEY-IN-FACT

734-1204(1-84)

The Travelers Indemnity Company

Hartford, Connecticut

If necessary, validation of this power of attorney is available at (203) 277-7839. Collect calls will be accepted

POWER OF ATTORNEY

KNOW ALL MEN BY THESE PRESENTS:

That THE TRAVELERS INDEMNITY COMPANY, a corporation of the State of Connecticut, does hereby make, constitute and appoint

_____ Dean R. Petitt of Portland, Oregon _____

its true and lawful Attorney(s)-in-Fact, with full power and authority, for and on behalf of the Company as surety, to execute and deliver and affix the seal of the Company thereto, if a seal is required, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof, as follows:

_____ Any and all bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof _____

and to bind THE TRAVELERS INDEMNITY COMPANY thereby, and all of the acts of said Attorney(s)-in-Fact, pursuant to these presents, are hereby ratified and confirmed.

This appointment is made under and by authority of the following Resolutions adopted by the Board of Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 1st day of November, 1985 which Resolutions are now in full force and effect:

> VOTED That the Chairman of the Board, the President any Executive Vice President, any Senior Vice President, any Vice President, any Second Vice President, the Corporate Secretary or any Department Secretary may appoint attorneys-in-fact or agents with power and authority, as defined or limited in their respective powers of attorney, for and on behalf of the Company to execute and deliver, and affix the seal of the Company thereto, bonds, undertakings, recognizances, consents of surety or other written obligations in the nature thereof and any of said officers may remove any such attorney-in-fact or agent and revoke the power and authority given to him.
>
> VOTED That any bond, undertaking, recognizance, consent of surety or written obligation in the nature thereof shall be valid and binding upon the Company when signed by the Chairman of the Board, the President, any Executive Vice President, any Senior Vice President, any Vice President or any Second Vice President and duly attested and sealed, if a seal is required, by the Corporate Secretary or any Department Secretary or any Assistant Corporate Secretary or any Assistant Department Secretary, or shall be valid and binding upon the Company when duly executed and sealed, if a seal is required, by a duly authorized attorney-in-fact or agent, pursuant to and within the limits of the authority granted by his or her power of attorney.

This power of attorney is signed and sealed by facsimile under and by the authority of the following Resolution adopted by the Board of Directors of THE TRAVELERS INDEMNITY COMPANY at a meeting duly called and held on the 1st day of November, 1985:

> VOTED That the signature of any officer authorized by Resolutions of this Board and the Company seal may be affixed by facsimile to any power of attorney or special power of attorney or certification of either given for the execution of any bond, undertaking, recognizance or other written obligation in the nature thereof; such signature and seal, when so used being hereby adopted by the Company as the original signature of such officer and the original seal of the Company, to be valid and binding upon the Company with the same force and effect as though manually affixed.

_____ This power of attorney revokes any and all powers of attorney dated prior to November 1, 1985. _____

IN WITNESS WHEREOF, THE TRAVELERS INDEMNITY COMPANY has caused these presents to be signed by its proper officer and its corporate seal to be hereunto affixed this 1st day of November 19 85.

THE TRAVELERS INDEMNITY COMPANY

By D L Banta

Secretary, Surety

S-2242 Rev. 9-85 Printed in U.S.A.

(Over)

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

TO: THE FILES **DATE:** December 24, 1986

FROM: O. B. Jackmond
O. B. Jackmond
Contract Administration Engineer

SUBJECT: Cascade Construction Company Projects

I spoke with Jon Morris, Cascade Construction Company, on December 19, 1986, about the status of ODOT contracts held by Cascade. Cascade has been sold to Lakeside Industries. Jon advised me that Contract No. 10190 was being assigned in total to Lakeside and that the eight (8) remaining Cascade contracts were being assigned to Jon E. Morris Holding Company.

[illegible]
Payment

I advised Jon that we had a contract with Cascade Construction Company, and no one else, and that proper assignments would have to be made to accomplish what they intended to do. I also advised him that the "Assignment of Claim" form provided by the Division was not sufficient to assign the entire contract, but was o.k. for assigning proceeds (money payment) of the contract. Further, Jon was advised that the matters of insurance and bond must be covered as specified under the contract and to our satisfaction before we could agree to their proposed total contract assignments.

Jon Morris advised me that John Mosser was his attorney and was handling this matter. He further suggested that Jack Sollis contact Mr. Mosser at 224-5430 so that there was no misunderstanding as to what was required.

Attached is a listing of ODOT-Cascade contracts that have not yet been finaled.

OBJ:mk

Attach.

cc: W. E. Schwartz
Commission Services
Al Harwood
Jack Sollis
Vern Skoog
Bruce Walton
Bill Anhorn

12241m

RECEIVED
DEC 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

CASCADE CONSTRUCTION COMPANY
ACTIVE PROJECTS NOT ACCEPTED
AS OF DECEMBER 19, 1986

* 9887	Stafford Road-Wilsonville Interchange
* 9904 ✓	SW Jean Road-SW Madrona
*10037 ✓	Clackamas Hwy.-Clackamas Bridge
*10112	Sandy River-Corbett Interchange
*10181	Villa Road Connection to Hillsboro-Silverton Hwy.
**10190	NE 60th Ave.-NE 82nd Ave.
*10250	UPRR O'Xing-N. Vancouver Ave.
*10253	District 2A Paving Project
*10317	East Marquam Street (Portland)

* Project complete. State checking final records, and any deficiencies found in records required of the contractor must be provided, corrected or satisfied. Contractor records must be available for three years after final acceptance. Surety must remain bound. All contractor warranties must remain in full force and effect.

** Project not complete. On-site work remains to be done. Assignee must comply with all contract provisions.

RECEIVED
DEC 26 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

November 12, 1986

Jon E. Morris, President
Cascade Construction Company, Inc.
General Contractors
P. O. Box 4267
Portland, Oregon 97203

RE: Your Letter November 3, 1986

Dear Mr. Morris:

The Highway Division will require that all contracts listed in your letter of November 3, 1986 be assigned from Cascade Construction Company to Lakeside Industries and that such assignment be approved by the Highway Division. I would therefore suggest that you prepare the necessary assignment papers and forward them to Mr. Pat Schwartz, Assistant State Highway Engineer.

The assignments will also require the consent of the surety on each contract.

Very truly yours,

Jack L. Sollis, Attorney in Charge
Finance and Government Section

JLS:bk

cc: Fran Neavoll
Pat Schwartz

12/16 forms sent
to Fran
JOB

Cascade Construction Company, Inc.
General Contractors
P.O. Box 4267, Portland, Oregon 97208
PHONE: 222-6421
Equal Opportunity Employer

RECEIVED
NOV 07 1986
LEGAL

November 3, 1986

Dept. of Transportation
Transportation Building
Salem, OR 97310

Attention: George Bell, Assistant Director

Effective January 1, 1987, Lakeside Industries, P. O. Box 1379, Bellevue, Washington 98009 will purchase the construction equipment of Cascade Construction and assume all construction commitments for projects not essentially completed at that date. Cascade has the following open contracts with the Oregon Dept. of Transportation:

CONTRACT #	DESCRIPTION
9887	Stafford Road Interchange & Wilsonville Interchange
9901	N. E. Union Avenue - North Marine Drive (Portland)
9904	S. W. Jean Road - S. W. Madrona Street (Lake Oswego)
10,037	Clackamas Highway - Clackamas Bridge
10,112	Sandy River - Corbett Interchange
10,181	Villa Road Connection (Newberg)
10,190	N. E. 60th Avenue - N. E. 82nd Avenue
10,250	UPRR O'Xing - North Vancouver Avenue
10,253	District 2A Paving Projects
10,317	East Marquam Street Project

All of the projects noted are essentially complete with the exception of OSHD 10,190 which will not complete until the summer of 1987. Lakeside Industries is prepared to step into Cascade's position for this project and I must assume that your agency has some provision to accomplish the transfer. Please advise as to the transfer requirements. I will be writing all of the Project Managers for the remaining projects requesting immediate notification of any punch list items or paperwork known to be missing at this time. We will attempt to solve any open items before December 31, 1986 but in any event Lakeside will complete any remedial work required in 1987 for Cascade's account.

OREGON C.U.P. *(Cleaning Up Pollution)* AWARD — 1974, 1975, 1976
CASCADE CONSTRUCTION CO. INC. has been named the recipient of the Oregon C.U.P. Award for outstanding achievement in protecting the environment.

Your prompt attention to my request regarding OSHD 10,190 will be appreciated for we would like to have all of the transfers in place by year-end.

Best regards,

CASCADE CONSTRUCTION COMPANY, INC.

Jon E. Morris

Jon E. Morris
President

JEM:mk

cc: File

RECEIVED
[illegible] 1986
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

11/6/86
ashe Sollis
what to do
Gw

10,037

FORM

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Clackamas Highway - Clackamas Bridge Section

WEEK ENDING: September 21, 1985

SECTION PREFIX: 3-1558

HIGHWAY: Pacific Highway East

COUNTY: Clackamas

NAME OF JOB: Clackamas Hwy-Clackamas Br.

KIND OF WORK: Paving & Drainage

CONTRACTOR: Cascade Construction Co., Inc.

CONTRACT NUMBER: C10037

FEDERAL AID PROJECT NUMBER: -----

DATE OF CONTRACT: May 14, 1985

DATE WORK STARTED: June 24, 1985

ESTIMATED COMPLETION DATE: September 15, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 35 SUPERVISION 3

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: September 15, 1985

PERCENT OF TIME ELAPSED: 104.8

PROJECT AUTHORIZATION: $ 720,563.27

EXCLUSIVE OF ENGINEERING: $ 663,426.09

ENGINEERING AUTHORIZATION: $ 57,137.18

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 681,000.00

ENGINEERING COST TO DATE: $ 30,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 102%

ESTIMATED PERCENT [✓ OVERRUN] UNDERRUN: 2.6 %

PERCENT OF AUTHORIZATION: 53 %

DATE PROJECT WAS COMPLETED: September 20, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD		
	100						

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					4.18
MILES PARTIALLY COMPLETED					-0-
MILES COMPLETED					4.18
TOTAL ESTIMATED QUANTITIES (CONTRACT)					16,250
TOTAL QUANTITIES CORRECTED TO DATE					15,650
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					15,650
AVERAGE DAILY QUANTITIES					2,200
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					-0-
NUMBER OF SHIFTS PER DAY					1
HOURS PER SHIFT					12

EQUIPMENT USED DURING THE WEEK

2 pavers, 5 rollers, 15 trucks, 4 pickups, 1 distributor, 1 blade, 1 Vactor sweeper.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 15th	Fair			
MONDAY 16th	Showers			
TUESDAY 17th	Showers			
WEDNESDAY 18th	Cloudy A.M. to clear			
THURSDAY 19th	Cloudy A.M. Clear P.M.			
FRIDAY 20th	Sunny & warm			Project completed.
SATURDAY 21st				

GENERA DESCRIPTION OF ACTIVITIES FC THE WEEK

9-15 SUNDAY	Completed mainline paving from Clackamas River Bridge north to Boardman. All northbound. Placed some buttons.
9-16 MONDAY	Worked on road approaches.
9-17 TUESDAY	No activity.
9-18 WEDNESDAY	Paved driveways throughout project. Placed raised pavement marker today.
9-19 THURSDAY	Placing raised pavement markers today. Raised 3 inlets, necessary because of paving.
9-20 FRIDAY	Completed placing raised pavement markers today. Miscellaneous cleanup. Project complete.
9-21 SATURDAY	No acitivity planned.

REMARKS

Project complete. Sent out 2nd notification.

Expect semi-final to be submitted October 30, 1985.

Project has 5 days liquidated damages.

M. D. PAYNE

SIGNED By LOCATION Milwaukie

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

SP-7216

1985 Jct.Mt. Hood Hwy.-Timberline 10,038
Lodge Sec, Timberline Rd. E. of Govt.
Camp. (paving)

.10,038

N

November 15, 1985

Fidelity & Deposit Co. of Maryland
Suite 1201, Lloyd 500 Building
500 N.E. Multnomah
Portland, OR 97232

CON 5
#10,038

Contract No. 10,038 awarded to Jim Turin and Sons, Inc. for paving on the Junction Mt. Hood Highway-Timberline Lodge Section of the Timberline Road in Clackamas County was completed on September 6, 1985 and accepted by the State Highway Division on November 8, 1985.

Final payment in the amount of $5,201.42 will be released to the contractor after November 20, 1985. The total contract amount is $79,342.04 and no work was performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cc: Jim Turin and Sons, Inc.
P.O. Box 175
Welches, OR 97067

Fidelity & Deposit Co. of Maryland
P.O. Box 1227
Baltimore, MD 20203

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
E. L. Hardt

NOTED ON CARD
11-15-85 ac

FKN:arc

10,038

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5

TO: Robert Gormsen
Manager, Commission Services

DATE: November 8, 1985

Wendell E. Schwartz

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10038, On Site Work Substantially Completed August 14, 1985

All Work Completed September 6, 1985

Project Jct. Mt. Hood Hwy.-Timberline Lodge

Highway Timberline Road

County Clackamas

Type of Work Paving

Contractor Jim Turin & Sons, Inc.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

11-15-85 - surety letter written (ac)

Noted
RGormsen

RECEIVED
NOV 13 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

FORM 734-3031

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF PROJECT Jct. Mt. Hood Hwy- Timberline Lodge	SECTION Jct. Mt. Hood Hwy.- Timberline Lodge	WEEK ENDING: Sept. 7, 1985
	HIGHWAY Timberline Road	SECTION PREFIX C10038
CONTRACTOR Jim Turin & Sons, Inc.	KIND OF WORK Paving	COUNTY Clackamas
DATE OF CONTRACT May 14, 1985	CONTRACT NUMBER C10038	FEDERAL AID PROJECT NUMBER State
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	DATE WORK STARTED August 5, 1985	ESTIMATED COMPLETION DATE
	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 89,825.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 48
EXCLUSIVE OF ENGINEERING: $ 81,980.25	ENGINEERING AUTHORIZATION $ 7845.	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 99
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 79,292.09	This Week 200. ENGINEERING COST TO DATE $ 5000.	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 99
ESTIMATED PERCENT: OVERRUN / UNDERRUN 3.2 %	PERCENT OF AUTHORIZATION 75 %	DATE PROJECT WAS COMPLETED: August 14, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					2,200 Ton
TOTAL QUANTITIES CORRECTED TO DATE					2,199 Ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					2,199 Ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	1	Clear			
MONDAY	2	P.Cloudy			
TUESDAY	3	P.Cloudy			
WEDNESDAY	4	P.Cloudy			
THURSDAY	5	Cloudy			
FRIDAY	6	Cloudy			
SATURDAY	7				

CE___ CAE___ RECEIVED LS___ TC___
COE___ OM___ SA___ CC___
OE___ SEP 10 1985 FE___ CP___
CA___ FQC___
CAM___ CONSTRUCTION QCS___
EEO___ SECTION FILE___

CONTR. NO: C10038 Date:9-7-85

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	No activity this week.
MONDAY 2	
3 TUESDAY	
4 WEDNESDAY	
5 THURSDAY	
6 FRIDAY	
7 SATURDAY	

REMARKS

STATUS: Project work complete.

VISITORS: None

NEXT WEEK: Project work complete. Second notification and
Third notification and semi-final have been submitted.

FINAL REPORT

SIGNED Gary Kennen
Gary Kennen, Project Manager LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

1985 R. Rd.-E. Ptld. Fwy. Sec, 10,039
Clackamas Hwy. in Milwaukie
(paving)

, 10,039

June 6, 1986

CON 5 - #10,039

The Travelers Indemnity Company
Surety Department
111 S.W. Fifth, #1600
Portland, OR 97204

On April 14, 1986, we wrote to you concerning release of final payment on Contract No. 10,039 awarded to Cascade Construction Company, Inc. for work on the River Road-East Portland Freeway Section of the Clackamas Highway in Clackamas County.

Final payment on this contract is $1,331.92 and the total contract amount is $409,417.45 including $1,586.96 for work performed under force account.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Cascade Construction Company, Inc.
Foot of S.W. Abernethy
P.O. Box 4267
Portland, OR 97208

Don Reger & Company
520 S.W. Stark Street
Portland, OR 97204

bc: C. O. Fredrickson
Walt Hart
E. L. Hardt

10,039

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
#10039

TO: Robert Gormsen
Manager, Commission Services

DATE: April 4, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10039, On Site Work Substantially Completed July 1, 1985
All Work Completed	March 28, 1986
Project	River Road-East Portland Freeway
Highway	Clackamas
County	Clackamas
Type of Work	Paving
Contractor	Cascade Construction Co., Inc

WES:BMW:kdel

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

4-14-86 - Surety letter written.

Noted
RGormsen

RECEIVED
APR [illegible] - 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,039

2

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: River Road-East Portland Freeway

WEEK ENDING: 7-13-85

SECTION PREFIX: 103-1555

HIGHWAY: Clackamas

COUNTY: Clackamas

NAME OF JOB: River Rd.-East Portland Freeway

KIND OF WORK: Cold plane travel lanes & asphalt concrete paving

CONTRACTOR: Cascade Construction Co.

CONTRACT NUMBER: C 10039

FEDERAL AID PROJECT NUMBER: ———

DATE OF CONTRACT: May 14, 1985

DATE WORK STARTED: May 31, 1985

ESTIMATED COMPLETION DATE: July 15, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1

SPECIFIED WORK DAYS:

WORK DAYS USED:

SPECIFIED CALENDAR DAYS:

CALENDAR DAYS USED:

SPECIFIED COMPLETION DATE: September 30, 1985

PERCENT OF TIME ELAPSED: 42%

PROJECT AUTHORIZATION: $584,141.09

EXCLUSIVE OF ENGINEERING: $537,821.53

ENGINEERING AUTHORIZATION: $46,319.56

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 99%

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $537,821.53

ENGINEERING COST TO DATE: $25,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 80%

ESTIMATED PERCENT: OVERRUN UNDERRUN ____%

PERCENT OF AUTHORIZATION: 54%

DATE PROJECT WAS COMPLETED: 7-2-85

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	R.A.P. Cold Planing	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				1.88	3.76
MILES PARTIALLY COMPLETED				---	1.88
MILES COMPLETED				1.88	1.88
TOTAL ESTIMATED QUANTITIES (CONTRACT)				54,120 SqYd	13,170 tons
TOTAL QUANTITIES CORRECTED TO DATE				52,480 SqYd	13,072 tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				54,480 SqYd	13,072 tons
AVERAGE DAILY QUANTITIES				13,500 SqYd	2,500 tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				Completed	Completed
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Saw; 2 Pickup trucks.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Hot 92°			
TUESDAY	Hot 95°			
WEDNESDAY	Fair 85°			
THURSDAY	Fair 80°			
FRIDAY	Fair 80°			
SATURDAY	Fair			

CE E CAE ---- RECEIVED LS ____ TC ____
SA ____ CC ____
COE ____ OM ____
OE ____ JUL 15 1985 FE ____ CP ____
CA ____ PQC ____
CAM ____ CONSTRUCTION QCS ____
EEO ____ SECTION FILE ____

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	S.F.O. #1 State Forces cutting in signal loop at Freeman St.
TUESDAY	S.F.O. #1 State Forces cutting in signal loops at Freeman St.
WEDNESDAY	S.F.O. #1 State Forces cutting in signal loops at Freeman St.
THURSDAY	S.F.O. #1 State Forces cutting in signal loops at Edison St.
FRIDAY	S.F.O. #1 State Forces cutting in signal loop at Edison St.
SATURDAY	

REMARKS

I am working on the final estimate for submittal.

SIGNED M. D. Payne
By: Ted Sulos
Date: 7/12/85

LOCATION 2B Maint - Milw.

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES

SP*F216

1985 SE Sunnyside Rd. @ SE 82nd 10,040
Ave. on Sunnyside Rd. N. of Ore. City
(gr,pav,sign,ill,sigs,lands.)

07-15-83
12.12-83
C+A 7867 02-8-84

10,040

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE: 5/07/91**

AGREEMENT NO.: 7867 **PROJECT NO.:** IX IX 9718 7, 8, 9

COUNTY: CLACKAMAS **SECTION: SE Sunnyside Road at 82nd Avenue**

CONTRACT NO.: 10.040

PRELIMINARY ENGINEERING EA No. C203-1920 IX-9718 (7)

	Participating	Nonparticipating
Project Manager	$ 2,074.30	$ 189.09
Final Design	17,227.23	
Bridge Design	11,981.99	
Traffic Engineering	11,401.23	
R/W Descriptions	2,444.40	
Landscape Design	2,110.67	
Specifications	2,218.93	
Base Design	587.30	
Technical Services	950.61	
Audit Services	475.23	
Payments to City	12,206.86	
TOTAL P.E. COST	$ 63,678.75	$ 189.09
Less Federal Funds	-54,126.93	
SUBTOTAL	9,551.81	189.09
County's Share of Project Cost	9,740.91	
Less Credit for Work Performed by County (.15 X 12,206.86)	-1,831.03	
Less County's Advance Deposit		
AD *83-62	-3,525.00	
AD *85-46	-4,200.00	
BALANCE DUE FROM COUNTY	$ 184.88	

SS019.ff

RIGHT-OF-WAY EA No. C203-2542, C403-2502 IX-9718(8)

Work Performed by County	$ 255,474.38	$
Net Cost of Land	275,800.00	
Work Performed by State		
Appraisal Costs	1,878.32	
Negotiation Costs	319.36	
Relocation Costs	53.65	
R/W Descriptions	199.76	
Program Section	117.54	
Technical Services	362.07	12.40
TOTAL	$ 534,205.08	$ 12.40
Less Federal Funds	-454,074.31	
Balance of Cost	80,130.77	12.40
TOTAL COUNTY SHARE	80,143.17	
Less Credit for Work Performed by County	-38,321.16	
Less County Advance Deposit AD *85-46	-40,500.00	
BALANCE OWED BY COUNTY	$ 1,322.01	

SS019.ff

CONSTRUCTION EA No. C10040, C203-1081 IX-9718(9)

Contract Payments	$ 529,482.41	$
Liquidated Damages	-27,675.00	
SFO *1 Bus Shelters	8,410.00	
SFO *2 Signal controller Testing	10,406.56	
SFO *3 Pavement Striping	3,153.63	
SFO *4 Reconstruct Sewer Manhole	917.07	
SFO *5 Replace Trees	564.80	141.20
SFO *6 Monumentation	2,708.88	
SFO *7 Replace Signal Pole	1,721.86	165.20
Interest on Vendor Payments		350.42
Work Performed by County	5,639.56	
Engineering By State		
Project Manager	82,490.12	927.39
Material Testing	12,155.42	
Bridge Design	1,173.21	
Traffic Engineering	563.04	
Construction Section	696.77	8.59
Accounting	185.39	
Utility Liaison	454.29	
Technical Services	1,464.32	
Training	508.33	
Audit	302.72	
TOTAL	$ 635,323.38	1,592.80
Less Federal funds	-540,024.87	
Balance of Cost	95,298.51	1,592.80
Total County's Share	96,891.31	
Less County's Advance Deposit	-100,300.00	
BALANCE OWED TO COUNTY	$ 3,408.69	

SUMMARY OF BALANCE OWED TO COUNTY

Preliminary Engineering	$	-184.88
Right-of-Way		-1,322.01
Construction		3,408.69
TOTAL BALANCE OWED TO COUNTY	$	1,901.80

SS019.ff

Oregon

DEPARTMENT OF
TRANSPORTATION

May 7, 1991

PRO6-2

FILE CODE:

Clackamas County
Executive Director - Winston W Kurth
902 Abernethy Road,
Oregon City Oregon

RE: Project Name: SE Sunnyside Road at 82nd Avenue
Federal Aid No. IX 9718 (7, 8 & 9)
Pool Account No.: 4166

The above project has been completed and no further costs are anticipated. Therefore, you may withdraw the balance remaining in your account of $1,901.80 (plus interest) with the Oregon State Treasurer, Local Government Investment Pool.

Robert E. Warberg, Team Leader
Billings and Revenue

cc: Oregon State Treasurer
Local Government Investment Pool

Transportation Building
Salem, OR 97310

BW/DG/lc/Fed Aid Project Form

731-0146 (12-90)

10,040

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 4/05/91

AGREEMENT NO.: 7867 PROJECT NO.: IXIX 9718 7, 8, 9

COUNTY: CLACKAMAS SECTION: SE Sunnyside Road at 82nd Avenue

CONTRACT NO.: 10,040

PRELIMINARY ENGINEERING EA No. C203-1920 IX-9718 (7)

	Participating	Nonparticipating
Project Manager	$ 2,074.30	$ 189.10
Final Design	17,227.23	
Bridge Design	11,981.99	
Traffic Engineering	11,401.23	
R/W Descriptions	2,444.40	
Landscape Design	2,110.67	
Specifications	2,218.93	
Base Design	587.30	
Technical Services	950.61	
Audit Services	475.23	
Payments to City	12,206.86	
TOTAL P.E. COST	$ 63,678.75	$ 189.09
Less Federal Funds	-54,126.93	
SUBTOTAL	9,551.81	189.09
County's Share of Project Cost	9,740.91	
Less Credit for Work Performed by County (.15 X 12,206.86)	-1,831.03	
Less County's Advance Deposit		
AD #83-62	-3,525.00	
AD #85-46	-4,200.00	
BALANCE DUE FROM COUNTY	$ 184.88	

SS019.ff

RIGHT-OF-WAY EA No. C203-2542, C403-2502 IX-9718(8)

Work Performed by County	$	255,474.38	$	
Net Cost of Land		275,800.00		
Work Performed by State				
Appraisal Costs		1,878.32		
Negotiation Costs		319.36		
Relocation Costs		53.65		
R/W Descriptions		199.76		
Program Section		117.54		
Technical Services		362.07		12.40
TOTAL	$	534,205.08	$	12.40
Less Federal Funds		-454,074.31		
Balance of Cost		80,130.77		12.40
TOTAL COUNTY SHARE		80,143.17		
Less Credit for Work Performed by County		-38,321.16		
Less County Advance Deposit AD *85-46		-40,500.00		
BALANCE OWED BY COUNTY	$	1,322.01		

CONSTRUCTION EA No. C10040, C203-1081 IX-9718(9)

Contract Payments	$ 529,482.41	$
Liquidated Damages	-27,675.00	
SFO *1 Bus Shelters	8,410.00	
SFO *2 Signal controller Testing	10,406.56	
SFO *3 Pavement Striping	3,153.63	
SFO *4 Reconstruct Sewer Manhole	917.07	
SFO *5 Replace Trees	564.80	141.20
SFO *6 Monumentation	2,708.88	
SFO *7 Replace Signal Pole	1,721.86	165.20
Interest on Vendor Payments		350.42
Work Performed by County	5,639.56	
Engineering By State		
Project Manager	82,490.12	927.39
Material Testing	12,155.42	
Bridge Design	1,173.21	
Traffic Engineering	563.04	
Construction Section	696.77	8.59
Accounting	185.39	
Utility Liaison	454.29	
Technical Services	1,464.32	
Training	508.33	
Audit	302.72	
TOTAL	$ 635,323.38	1,592.80
Less Federal funds	-540,024.87	
Balance of Cost	95,298.51	1,592.80
Total County's Share	96,891.31	
Less County's Advance Deposit	-100,300.00	
BALANCE OWED TO COUNTY	$ 3,408.69	

SS019.ff

SUMMARY OF BALANCE OWED TO COUNTY

Preliminary Engineering	$	-184.88
Right-of-Way		-1,322.01
Construction		3,408.89
TOTAL BALANCE OWED TO COUNTY	$	1,902.00

SS019.ff

10,010

1-11-91

OFFICE DATA - OREGON FEDERAL-AID PROJECTS
OREGON STATE HIGHWAY DIVISION

Item No: 30100

Project No. JK-9718(8)

Project S.E. Sunnyside Rd @ S.E. 82nd Ave. Highway Co. Rd. County Clackamas

Type of Work ROW Length-Rdy. ______ Brs. ______ Total 0.23

PR-1 Estimate - Date Submitted 12-28-83 Amount 628,000 – Government 533,800 – State – Co. ~~City~~ 94,200

PA Estimate - Date Submitted 1-30-84 Amount 628,000 – Government 533,800 – State – Co. ~~City~~ 94,200 –

Rw PA Estimate - Date Submitted 3-12-90 Amount 535,000 Government 454,750 State – Co. City 80,250

______ Estimate - Date Submitted ______ Amount ______ Government ______ State ______ Co. City ______

______ Estimate - Date Submitted ______ Amount ______ Government ______ State ______ Co. City ______

______ Estimate - Date Submitted ______ Amount ______ Government ______ State ______ Co. City ______

Preliminary Engineering Phase I ______ Phase II ______ Rights of Way ______ Construction ______ Other ______

Project Agreement - Amount 533,800 – Date 2-1-84 State Contract No. ______ P.P.R. Copy ______

Modified Agreement - Amount 454,750 Date 3-20-90 State Contract No. ______ P.P.R. Copy ______

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

Modified Agreement - Amount ______ Date ______

Pro-rata 85% Group 1 ______ Group 2 ______ Group 3 ______ Group 8 ______ Group 9 ______

Approp 580

RECORD OF VOUCHERS

No.	Date Submitted	Amount	Total Amount To Date	Date Payment Received	Prefix C203-2542	Prefix C403-2502	Prefix	Prefix
Final	12-28-90	0.00	454,074.51	1-14-91				
	Total							

FORM 734-3144 (Rev. 11-78)

10,040

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12,1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

12-31-90

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO (INSERT OFFICIAL OR DEPOSITARY NAMED IN PROJECT)
Treasurer of the State of Oregon

ADDRESS
Capitol Building
Salem

STATE
Oregon 97310

PAID BY

(For use of Paying Office)

VOUCHER TYPE (Check Appropriate Block)

☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD
FROM 01 09 84
TO 01 25 90

FEDERAL AID PROJECT NO.
IX 9718(8)

(*) Use Form FHWA - 1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117)

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO - RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
534,217.48	534,205.08	85.00	454,074.31	454,074.31	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements ; applicable State and Federal laws or regulations; and that no claim has been previously submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	12/31/90	Robert E Warber ASSISTANT CONTROLLER

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED
$0.00

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20 REV 5-78

S.E SUNNYSIDE RD. @ SE 82ND AVE. SECTION
SUNNYSIDE ROAD (FAU 9718)
CLACKAMAS COUNTY

Type Code ROW
RIGHT OF WAY

STATE	ALL REQUIRED	278,730.70
CONSULTANT (CLACKAMAS CO.,)	ALL REQUIRED	255,474.38
TOTAL RIGHT OF WAY PROJECT COST		534,205.08

NON PARTICIPATING PROJECT COST

RIGHT OF WAY	ALL REQUIRED	12.40
TOTAL PROJECT COSTS		$534,217.48

IX 9718(8)

required audits condusted, any adjustments necessary have been made.

203-2542
RS3745
403-2502

ACCOUNT SUMMARY - EXPENDITURES & LEDGERS JUNE 1985 PAGE 1318

DESCRIPTION	PREFIX		FUNCTION	SUB F.	GR	CURRENT MONTH		FISCAL YEAR TO DATE		GRAND TOTAL TO DATE	
	203	2539	404	00	P 1			1,560.00		8,065.00	
	203	2539	405	00	P 1					2,602.00	
	203	2539	407	00	P 1					8,116.06	
	203	2539	409	00	P 1					545.50	
	203	2539	412	00	P 1					1,994.06	
	203	2539	413	00	P 1					430.63	
	203	2539	414	00	P 1					4,089.86	
	203	2539	419	00	P 1					25.00CR	
	203	2539	428	00	P 1					389.41	
	203	2539	430	00	P 1					2,266.94	
	203	2539	913	00	P 1					29.43	
	203	2539	915	00	P 1	1.02CR		256.32		399.28	
	203	2539	920	00	P 1					36.34	
	203	2539	930	00	P 1	3.83		3.83		1,500.20	
			TOT	P1		2.81		7,760.15		71,372.71	
			** JOB TOTALS **			2.81	**	7,760.15	**	71,372.71	**
SE SUNNYSIDE-SE 82ND	CONT NO		FA PROJ NOS X10 9718008 100								STATE
	203	2542	296	00	N 9			226,193.10CR		~~226,785.92~~CR	
	203	2542	298	00	N 9			226,193.10		~~226,785.92~~	
	203	2542	401	00	P 1			264,800.00		✓264,800.00	-land
	203	2542	407	00	P 1	185.08		572.56		572.56	-appraisal
	203	2542	414	00	P 1	1.44CR		319.36		319.36	-negotiation
	203	2542	415	00	P 1	.25CR		53.65		53.65	-relocation
	203	2542	430	00	P 1	2.39CR		590.93		✓1,027.95	-appraisal
	203	2542	915	00	P 1	.04CR		8.97		8.97	-audit
	203	2542	920	00	P 1					99.01	-program office
	203	2542	930	00	P 1	.48CR		105.94		✓105.94	-
			TOT	P1		180.48		266,451.41		266,987.44	
			** JOB TOTALS **			180.48	**	266,451.41	**	266,987.44	**
SE 97TH AVE-SE 122ND AV	CONT NO		FA PROJ NOS X10 9718005 100								STATE
	203	2543	296	00	N 9	2,039.73CR		101,694.19CR		107,913.61CR	
	203	2543	297	00	N 9	674.54		7,309.41		10,129.41	
	203	2543	298	00	N 9	1,365.19		94,384.78		97,784.20	
	203	2543	401	00	P 1	820.00		22,440.00		22,440.00	
	203	2543	404	00	P 1	3,770.00CR		19,060.00		19,060.00	
	203	2543	407	00	P 1	2,404.11		26,626.89		35,869.49	
	203	2543	409	00	P 1			414.83		414.83	
	203	2543	412	00	P 1	126.43		1,481.13		1,486.98	
	203	2543	413	00	P 1	3.01		68.29		68.29	
	203	2543	414	00	P 1	732.94		21,759.83		22,017.99	
	203	2543	415	00	P 1	.11CR		24.39		24.39	
	203	2543	419	00	P 1			43.00CR		43.00CR	
	203	2543	428	00	P 1	1.38CR		305.52		305.52	
	203	2543	430	00	P 1	9.87CR		2,831.78		3,376.56	
	203	2543	909	00	P 1	.59		15.79		15.79	

```
PAGE      1

                             JOB COST SUMMARY RUN ON  04-02-91
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                  PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 03/30/91
                               FOR EXPENDITURE ACCOUNT C2032542

                                                  CREW    MSA         CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--          ------ -------- ---------- ------ -----        -------       ----------
C2032542 000    420      504        7781                                         4.50
OBJ-DETAIL 504                                                                   4.50

ACTIVITY   420                                                                   4.50 SUBTOTAL - conduct sale

C2032542 000    430      001        7700                                       249.81
OBJ-DETAIL 001                                                                 249.81

C2032542 000    430      548        0966                                        28.00
OBJ-DETAIL 548                                                                  28.00

ACTIVITY   430                                                                 277.81 SUBTOTAL - appraisal

C2032542 000    899      504        7781                                       205.50
OBJ-DETAIL 504                                                                 205.50

ACTIVITY   899                                                                 205.50 SUBTOTAL - condemnation

C2032542 000    913      504        7111                                         1.68
OBJ-DETAIL 504                                                                   1.68

ACTIVITY   913                                                                   1.68 SUBTOTAL - liaison

C2032542 000    920      001        0631                                        18.53
OBJ-DETAIL 001                                                                  18.53

ACTIVITY   920                                                                  18.53 SUBTOTAL - program

SUB-JOB    000 SUBTOTAL                                                        508.02

C2032542 001    050      550        0966                                        12.40
OBJ-DETAIL 550                                                                  12.40

ACTIVITY   050                                                                  12.40 SUBTOTAL - audit N.P.

SUB-JOB    001 SUBTOTAL                                                         12.40

C2032542 011    010      001        0521                                        10.09
OBJ-DETAIL 001                                                                  10.09

ACTIVITY   010                                                                  10.09 SUBTOTAL - accounting

C2032542 011    899      299        0100                                   266,987.44 ***

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE     2

                         JOB COST SUMMARY RUN ON  04-02-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 03/30/91
                           FOR EXPENDITURE ACCOUNT C2032542
                                                CREW   MSA
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        CURRENT         BALANCE TO
--         ------ -------- ---------- ------ -----         MONTH             DATE
                                                          -------        ----------
OBJ-DETAIL 299
                                                                         266,987.44
ACTIVITY   899
                                                                         266,987.44 SUBTOTAL

C2032542 011    910      001        7111
C2032542 011    910      001        7363                                     142.68
OBJ-DETAIL 001                                                                 33.08
                                                                              175.76

C2032542 011    910      030        7111
OBJ-DETAIL 030                                                                 22.50
                                                                               22.50

C2032542 011    910      560        7363
OBJ-DETAIL 560                                                                  1.50
                                                                                1.50
ACTIVITY   910
                                                                          ✓199.76 SUBTOTAL - R/W Desc.
C2032542 011    913      504        7111
OBJ-DETAIL 504                                                                  7.39
                                                                                7.39
ACTIVITY   913
                                                                                7.39 SUBTOTAL - liaison

C2032542 011    990      001        0521
OBJ-DETAIL 001                                                                 18.00
                                                                               18.00
ACTIVITY   990
                                                                               18.00 SUBTOTAL - accounting
SUB-JOB    011 SUBTOTAL
                                                                         267,222.68
EA         C2032542 TOTAL
                                                                         267,743.10

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE     4

                        JOB COST SUMMARY RUN ON  04-02-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 03/30/91
                            FOR EXPENDITURE ACCOUNT R53745

                                           CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--        ------ -------- ---------- ------ -----          -------        ----------
R53745    000    899      299        7740                                               ***
OBJ-DETAIL 299

R53745    000    899      350        7740                                   11,000.00
OBJ-DETAIL 350                                                              11,000.00

ACTIVITY   899                                                            ✓ 11,000.00 SUBTOTAL -land

SUB-JOB    000 SUBTOTAL                                                     11,000.00

EA         R53745 TOTAL                                                     11,000.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                        JOB COST SUMMARY RUN ON  04-02-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 03/30/91
                         FOR EXPENDITURE ACCOUNT C4032502

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--       ------ -------- ---------- ------ -----       -------      ----------
C4032502 011    414      720        8019                                6,755.91
OBJ-DETAIL 720                                                          6,755.91

ACTIVITY   414                                                          6,755.91 SUBTOTAL

C4032502 011    899      299        0100                              190,199.35 ***
C4032502 011    899      299        7730                               37,240.35 ***
C4032502 011    899      299        8019                                  449.48 ***
OBJ-DETAIL 299                                                        227,889.18

C4032502 011    899      720        7730                               20,829.29
OBJ-DETAIL 720                                                         20,829.29

ACTIVITY   899                                                        248,718.47 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                               255,474.38

C4032502 090    899      299                                          190,200.05 ***
C4032502 090    899      299        0100                             -570,598.05 ***
C4032502 090    899      299        0521                              380,398.00 ***
OBJ-DETAIL 299

ACTIVITY   899                                                                   SUBTOTAL

SUB-JOB    090 SUBTOTAL

EA         C4032502 TOTAL                                             255,474.38

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

-Clark Co

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                         JUNE 1985        PAGE 1353

                                                                                   FISCAL          GRAND TOTAL
     DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH        YEAR TO DATE       TO DATE
                               336   2513     920      00 P 1                                          28.71
                               336   2513     930      00 P 1                                         398.82
                                              TOT      P1                                           8,675.02
                                           ** JOB TOTALS **              **                **       8,675.02  **

  DAGMAR RD-WEBSTER RD      CONT NO       FA PROJ NOS HES 9674004 100                                           STATE
                               403   2501     598      00 N 9                        102.97CR       3,143.30CR
                               403   2501     903      00 P 1                        102.97         3,143.30
                                              TOT      P1                            102.97         3,143.30
                                              TOT      N9                            102.97CR       3,143.30CR
                                           ** JOB TOTALS **              **                **                 **

  SE SUNNYSIDE RD @ SE 82ND AVE CONT NO   FA PROJ NOS X10 9718008 100                                           STATE
                               403   2502     598      00 N 9                    190,199.35CR     190,199.35CR
                               403   2502     903      00 P 1                    190,199.35       190,199.35
                                              TOT      P1                        190,199.35       190,199.35
                                              TOT      N9                        190,199.35CR     190,199.35CR
                                           ** JOB TOTALS **              **                **                 **

  CROISAN CR(GOLF COURSE RD)ROW CONT NO   FA PROJ NOS BROS2403003 100                                           STATE
                               424   2501     205      00 P 1                                          46.86CR
                               424   2501     598      00 N 9                                         890.27CR
                               424   2501     903      00 P 1                                         937.13
                                              TOT      P1                                             890.27
                                              TOT      N9                                             890.27CR
                                           ** JOB TOTALS **              **                **                 **

  MARKET ST @ 17TH ST       CONT NO       FA PROJ NOS HES 1680002 100                                           STATE
                               424   2502     598      00 N 9                     62,603.94CR      63,492.42CR
                               424   2502     903      00 P 1                     62,603.94        63,492.42
                                              TOT      P1                         62,603.94        63,492.42
                                              TOT      N9                         62,603.94CR      63,492.42CR
                                           ** JOB TOTALS **              **                **                 **

  GALES CR-PARSON RD BR     CONT NO     * FA PROJ NOS BROS3400007 100                                           STATE
                               434   2535     598      00 N 9                                       2,000.00CR
                               434   2535     903      00 P 1                                       2,000.00
                                              TOT      P1                                           2,000.00
                                              TOT      N9                                           2,000.00CR
                                           ** JOB TOTALS **              **                **                 **

  TUALATIN R(FERN HL RD)BR  CONT NO       FA PROJ NOS BRS A677002 100                                           STATE
                               434   2545     401      00 P 1                                       7,130.71
```

10,640

p1

Oregon State Highway Division
Salem, Oregon March 12, 1990

Federal-Aid Project No. IX-9718(8)

SE Sunnyside Road at SE 82nd Avenue Section
County Road
Clackamas County

REVISED PROJECT AGREEMENT ESTIMATE

Type Code ROWA
Right-of-Way

SUBTOTAL from previous estimate of January 30, 1989	$	588,000.00
Decrease in Right-of-way Costs		93,000.00
SUBTOTAL	$	495,000.00
Acquisition Expense		40,000.00
TOTAL	$	535,000.00

Length of Project ----------- 0.23 miles

SUMMARY OF FUNDS (85%)

Type Code	Total Cost	Federal Funds	County Funds
Right-of-Way	$535,000.00	$454,750.00	$80,250.00
TOTAL	$535,000.00	$454,750.00	$80,250.00

Appn Code: 177
E.A. No.: C203-2542

DCN:pf

TO BE COMPLETED BY FHWA	U.S. Department of Transportation **Federal Highway Administration**	Form Approved; O M B No. 04-R2089
MONTHLY TRANSACTION NUMBER 3-76	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	State Oregon
PROJECT REPORT NUMBER		County Clackamas
MODIFICATION NUMBER 1		Project Number IX-9718(8)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Administrator on February 1, 1984, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 628,000.00	$ 535,000.00
Federal funds	$ 533,800.00	$ 454,750.00
Other revisions		

This modification is made for the following reasons: To deobligate appn. code 177 funds.

All other terms and conditions of the Project Agreement will remain in full force and effect. This modification is effective as of the 20TH day of MAR, 19 '90.

Oregon State Highway Division
(Official name of Highway Agency)

By

f Manager, Program Section
(Title)

BX For: Donald E. Forbes, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

for DALE E. WILKEN
Division Administrator

Form PR-2A
(Rev. 7-83)

Previous editions are obsolete

10,040

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

9-1-89

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR,.TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

(For use of Paying Office)

ADDRESS

Capitol Building
Salem, Oregon 97310

STATE

Oregon

VOUCHER TYPE (Check Appropriate Block)

CURRENT BILLING

OTHER PROGRSSS

X FINAL VOUCHER (*)
Revised

VOUCHER PERIOD	FROM	4/17/85
	TO	6/6/88

FEDERAL AID PROJECT NO.

IX 9718(9)

(*) Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
APPN 177					
$626,916.18	$635,323.38	85%	$540,024.87	$540,024.87	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY	DATE	SIGNATURE OF AUTHORIZED OFFICIAL
Oregon	1-Sep-89	RJ Hacke Assistant Controller

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED

ADJUSTMENTS

AMOUNT APPROVED

SIGNATURE OF FHWA REPRESENTATIVE

(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(REV. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

C10040
C 203-1051

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	S.E. SUNNYSIDE ROAD & S.E. 82ND AVENUE SECTION COUNTY ROAD CLACKAMAS COUNTY					
	CONSTRUCTION TYPE CODE IOOO ROADWAY (STA. 105 + 38.94 TO 113 + 35)					
	Final Contract Payment Summary		Lump Sum		$ 409,705.76	
	SFO # 1 Supply & Install 2 Bus Passenger Shelters (AM Aricore)		All Required		$ 8,410.00	✓
	SFO # 3 Pavement Striping (State)		All Required		$ 3,153.63	✓
	SFO # 4 Reconstruct Sewer Manhole (Clackamas Co.)		All Required		$ 917.07	✓
	SFO # 6 Monumentation (Clackamas County)		All Required		$ 2,708.88	✓
	TOTAL PARTICIPATING TYPE CODE IOOO				$ 424,895.34	
	TYPE CODE YOO3 LANDSCAPING					
	Final Contract Payment Summary		Lump Sum		$ 20,776.65	
	SFO # 5 Replace 2 Cherry Trees, Missing Sweet Gum Tree, Install Surface Drain & 30' of Pipe Under Sidewalk (Clackamas County)		All Required		$ 564.80	✓
	TOTAL PARTICIPATING TYPE CODE YOO3				$ 21,341.45	11/03/03
	TYPE CODE YO30 ILLUMINATION					
	Final Contract Payment Summary		Lump Sum		$ 18,000.00	
	SFO # 7 Replace 30' Mast Arm on Signal Pole With 35' Mast Arm (State)		All Required		$ 1,721.86	✓
	TOTAL PARTICIPATING TYPE CODE YO30				$ 19,721.86	
	TYPE CODE YO31 TRAFFIC SIGNAL (1 LOCATION)					
	Final Contract Payment Summary		Lump Sum		$ 81,000.00	
	SFO # 2 Signal Controller Testing, Controller & Program (State)		All Required		$ 10,406.56	✓
	TOTAL PARTICIPATING TYPE CODE YO31				$ 91,406.56	
	TOTAL PARTICIPATING PROJECT COST				$ 557,365.21	
	CONSTRUCTION ENGINEERING					
	work by Clackamas County		All Required		$ 5,639.56	✓
	State		All Required		$ 99,690.89	
	Liquidated Damages		All Required		$ -27,675.00	
	TOTAL CONSTRUCTION ENGINEERING				$ 77,655.45	
	MISCELLANEOUS PROJECT COSTS					
	Audit Costs		All Required		$ 302.72	
	TOTAL MISCELLANEOUS PROJECT COSTS				$ 302.72	
	AMOUNT CARRIED FORWARD...					

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	S.E. SUNNYSIDE ROAD & S.E. 82ND AVENUE SECTION COUNTY ROAD CLACKAMAS COUNTY					
	TOTAL PARTICIPATING COST				$ 635,323.38	
	NON-PARTICIPATING COST					
	State	All Required			$ 935.98	✓
	Interest on Vendor Payments	All Required			$ 350.42	✓
	SFO # 5 Replace 2 Cherry Trees, Missing Sweet Gum tree, Install Drain & 30' of Pipe Under Sidewalk (Clackamas Co.)	All Required			$ 141.20	✓
	SFO # 7 Replace 30' Mast Arm on Signal Pole with 35' Mast Arm (State)	All Required			$ 165.30	✓
	TOTAL NON-PARTICIPATING COST				$ 1,592.80	
	TOTAL PROJECT COST				$ 636,916.18	
	AMOUNT CARRIED FORWARD...					

```
PAGE      1

                    JOB COST SUMMARY RUN ON  02-07-91
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                     CHARGES ARE CURRENT TO 02/02/91
                      FOR EXPENDITURE ACCOUNT C10040

                                            CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--        ------ -------- ---------- ------ -----          -------       ----------
C10040    000    010      001        0521                                     10.09 - account
C10040    000    010      001        0813                                    563.75 } - const
C10040    000    010      001        0821                                    112.91 }
OBJ-DETAIL 001                                                               686.75

ACTIVITY    010                                                              686.75 SUBTOTAL

C10040    000    020      001        8019                                     94.63
OBJ-DETAIL 001                                                                94.63

ACTIVITY    020                                                            ✓ 94.63 SUBTOTAL - P.M

C10040    000    141      001        1047   SF01                             490.55
OBJ-DETAIL 001                                                               490.55

C10040    000    141      440        1047   SF01                             293.67
OBJ-DETAIL 440                                                               293.67

C10040    000    141      550        1047   SF01                             269.40
OBJ-DETAIL 550                                                               269.40

ACTIVITY    141                                                            1,053.62 SUBTOTAL - SFO #3

C10040    000    144      001        1043   SF                               149.74
OBJ-DETAIL 001                                                               149.74

C10040    000    144      030        1043   SF                               211.31
C10040    000    144      030        1520   SF                                38.94
OBJ-DETAIL 030                                                               250.25

C10040    000    144      032        1043   SF                               333.73
OBJ-DETAIL 032                                                               333.73

C10040    000    144      034        1043   SF                                12.22
C10040    000    144      034        1520   SF                                 1.06
OBJ-DETAIL 034                                                                13.28

C10040    000    144      040        1043   SF                                 4.86
OBJ-DETAIL 040                                                                 4.86

ACTIVITY    144                                                              751.86 SUBTOTAL SFO #7

C10040    000    199      001        1047   SF                               560.33

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE     2

                         JOB COST SUMMARY RUN ON  02-07-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 02/02/91
                            FOR EXPENDITURE ACCOUNT C10040

                                            CREW   MSA           CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH            DATE
--        ------ -------- ---------- ------ -----          -------        ----------
OBJ-DETAIL 001                                                                 560.33

C10040    000    199      440        1047   SF                                 621.46
OBJ-DETAIL 440                                                                 621.46

C10040    000    199      550        1047   SF                                 366.00
OBJ-DETAIL 550                                                                 366.00

ACTIVITY   199                                                              ✓1,547.79 SUBTOTAL -SFO #3

C10040    000    899      001        8007                                       73.02
C10040    000    899      001        8019                                      176.29
C10040    000    899      001        8214                                      192.07
OBJ-DETAIL 001                                                               ✓✓441.38 -pm

C10040    000    899      130        8200                                       67.48
OBJ-DETAIL 130                                                                ✓✓67.48 -pm

C10040    000    899      192        8019                                        1.07
OBJ-DETAIL 192                                                                 ✓✓1.07 -pm

C10040    000    899      194        7430                                        5.50
OBJ-DETAIL 194                                                                  ✓5.50 - Bridge

C10040    000    899      199        0530                                       37.36
OBJ-DETAIL 199                                                                 ✓37.36 account

C10040    000    899      438        8009                                       60.00
OBJ-DETAIL 438                                                                ✓✓60.00 -pm

C10040    000    899      472        8019                                    8,410.00
OBJ-DETAIL 472                                                              ✓8,410.00 - SFO #1

C10040    000    899      490        8019                                    5,300.00
OBJ-DETAIL 490                                                             ✓✓5,300.00 -pm

C10040    000    899      504        1000                                       32.43
OBJ-DETAIL 504                                                                ✓✓32.43 -pm

C10040    000    899      548        8214                                       70.70
OBJ-DETAIL 548                                                                 ✓70.70 -pm

C10040    000    899      550        8214                                  ✓~~183.40 -pm~~

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                              JOB COST SUMMARY RUN ON  02-07-91
                          EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                 PAYROLL CHARGES ARE LOADED
                                CHARGES ARE CURRENT TO 02/02/91
                                FOR EXPENDITURE ACCOUNT C10040

                                         CREW   MSA          CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH           DATE
--       ------ -------- ---------- ------ -----          -------       ----------
C10040   000    899      550        8215                                ✓462.40
OBJ-DETAIL 550                                                          ✓645.80 -pm

C10040   000    899      555        0521                                 ✓85.13 }
C10040   000    899      555        0522                                  ✓4.22 } account
C10040   000    899      555        0531                                  ✓5.79 }
C10040   000    899      555        8019                                 ✓33.20 -pm
OBJ-DETAIL 555                                                           128.34

ACTIVITY   899                                                       15,200.06 SUBTOTAL

C10040   000    900      001        1070                              2,392.46
C10040   000    900      001        1083                                731.80
C10040   000    900      001        1090                                 41.01
C10040   000    900      001        1093                                 49.89
C10040   000    900      001        1094                              1,543.28
C10040   000    900      001        8019                              1,839.76
OBJ-DETAIL 001                                                        6,598.20

C10040   000    900      030        1070                                618.11
OBJ-DETAIL 030                                                          618.11

C10040   000    900      130        8019                                161.76
OBJ-DETAIL 130                                                          161.76

C10040   000    900      134        8012                                 19.46
OBJ-DETAIL 134                                                           19.46

C10040   000    900      194        8019                                 72.48
OBJ-DETAIL 194                                                           72.48

C10040   000    900      438        8009                               -182.75
OBJ-DETAIL 438                                                         -182.75

C10040   000    900      470        8019                                120.58
C10040   000    900      470        8022                                106.92
OBJ-DETAIL 470                                                          227.50

C10040   000    900      504        0100                                 62.10
OBJ-DETAIL 504                                                           62.10

C10040   000    900      548        1094                                 46.80
C10040   000    900      548        8052                                 21.45

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

JOB COST SUMMARY RUN ON 02-07-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 02/02/91
FOR EXPENDITURE ACCOUNT C10040

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
OBJ-DETAIL 548							68.25	
C10040	000	900	550	1000			75.80	
C10040	000	900	550	1094			36.80	
C10040	000	900	550	8019			144.35	
OBJ-DETAIL 550							256.95	
C10040	000	900	551	1094			629.00	
OBJ-DETAIL 551							629.00	
C10040	000	900	570	8019			84.00	
OBJ-DETAIL 570							84.00	
C10040	000	900	598	0523				
OBJ-DETAIL 598								
ACTIVITY 900							✓ 8,615.06	SUBTOTAL -PM
C10040	000	901	001	7000			31.65	-final
C10040	000	901	001	7200			86.73	-specs
C10040	000	901	001	7331			✓ 350.51	-final
C10040	000	901	001	7420			✓ 74.60	} Bridge
C10040	000	901	001	7430			4,018.99	
C10040	000	901	001	7450			✓ 74.12	
C10040	000	901	001	7611			✓ 337.34	} traffic
C10040	000	901	001	7612			✓ 102.14	
OBJ-DETAIL 001							~~2,076.08~~	
C10040	000	901	504	7612			5.91	
OBJ-DETAIL 504							✓ 5.91	-traffic
ACTIVITY 901							~~2,081.99~~	SUBTOTAL
C10040	000	905	001	7365			174.11	
OBJ-DETAIL 001							174.11	
ACTIVITY 905							✓ 174.11	SUBTOTAL -final
C10040	000	907	001	7331			17.68	
OBJ-DETAIL 001							17.68	
ACTIVITY 907							✓ 17.68	SUBTOTAL -TP&DT

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

```
                    JOB COST SUMMARY RUN ON  02-07-91
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 02/02/91
                     FOR EXPENDITURE ACCOUNT C10040

                                   CREW   MSA         CURRENT        BALANCE TO
EA      SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH            DATE
--      ------ -------- ---------- ------ -----       -------        ----------
C10040   000    911      001       1070                                   86.15
OBJ-DETAIL 001                                                          ✓86.15 - traffic

C10040   000    911      550       1000                                   31.50
OBJ-DETAIL 550                                                          ✓31.50 - traffic

ACTIVITY   911                                                      ~~137.65~~ SUBTOTAL

C10040   000    914      001       1090                                  269.48
C10040   000    914      001       7700                                  131.98
C10040   000    914      001       8001                                   27.64
OBJ-DETAIL 001                                                           429.10

C10040   000    914      550       1001                                    3.60
OBJ-DETAIL 550                                                             3.60

ACTIVITY   914                                                          ✓432.70 SUBTOTAL - utility

C10040   000    915      001       7114                                   55.59
OBJ-DETAIL 001                                                            55.59

ACTIVITY   915                                                           ✓55.59 SUBTOTAL - landscape

C10040   000    921      504       0100                                  150.80
OBJ-DETAIL 504                                                           150.80

ACTIVITY   921                                                          ✓150.80 SUBTOTAL - specs

C10040   000    940      001       8214                                6,127.49
C10040   000    940      001       8221                                   15.76
OBJ-DETAIL 001                                                         6,143.25

C10040   000    940      030       8214                                   76.55
OBJ-DETAIL 030                                                            76.55

C10040   000    940      032       8214                                   18.86
OBJ-DETAIL 032                                                            18.86

C10040   000    940      551       1094                                  649.00
C10040   000    940      551       8009                                  121.00
C10040   000    940      551       8019                                2,109.76
C10040   000    940      551       8214                                1,879.00
C10040   000    940      551       8215                                1,158.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE     6

                         JOB COST SUMMARY RUN ON  02-07-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 02/02/91
                            FOR EXPENDITURE ACCOUNT C10040

                                             CREW    MSA           CURRENT        BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH            DATE
--         ------ -------- ---------- ------ -----         -------        ----------
OBJ-DETAIL 551                                                              5,916.76

ACTIVITY    940                                                            12,155.42 SUBTOTAL - mat'l

C10040     000    990      555        0531                                      2.37
OBJ-DETAIL 555                                                                  2.37

ACTIVITY    990                                                                 2.37 SUBTOTAL - account

SUB-JOB     000 SUBTOTAL                                                   43,138.08

C10040     001    010      189        8009                                     31.90
OBJ-DETAIL 189                                                                 31.90

ACTIVITY    010                                                                31.90 SUBTOTAL - pm  H.P

C10040     001    144      550        1043   SF                               152.70
C10040     001    144      550        1520   SF                                12.50
OBJ-DETAIL 550                                                                165.20

ACTIVITY    144                                                               165.20 SUBTOTAL - SFO #7  H.P

C10040     001    899      192        8019                                      9.88
OBJ-DETAIL 192                                                                  9.88 - pm

C10040     001    899      194        8019                                     93.76           H.P
OBJ-DETAIL 194                                                                 93.76 - pm

C10040     001    899      199        0530                                      6.52 - account
C10040     001    899      199        8019                                     51.29 - pm
OBJ-DETAIL 199                                                                 57.81

C10040     001    899      553        0530                                      2.07
OBJ-DETAIL 553                                                                  2.07 - account

ACTIVITY    899                                                               163.52 SUBTOTAL

C10040     001    900      131        8019                                     10.08
OBJ-DETAIL 131                                                                 10.08

C10040     001    900      151        8019                                    220.22
OBJ-DETAIL 151                                                                220.22

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                     JOB COST SUMMARY RUN ON  02-07-91
                   EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 02/02/91
                         FOR EXPENDITURE ACCOUNT C10040

                                             CREW   MSA       CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH            DATE
--       ------ -------- ---------- ------ -----       -------        ----------
C10040   001    900      456        8019                                    75.90
OBJ-DETAIL 456                                                              75.90

C10040   001    900      470        0955
OBJ-DETAIL 470

C10040   001    900      598        0523
OBJ-DETAIL 598

ACTIVITY   900                                                         ✓✓306.20 SUBTOTAL -P.M N.P.

SUB-JOB    001 SUBTOTAL                                                    666.82

C10040   010    136      341        8019   SF                              141.20
OBJ-DETAIL 341                                                             141.20

ACTIVITY   136                                                         ✓✓141.20 SUBTOTAL - SFO #5 N.P

C10040   010    201      349        8019                                   350.42
OBJ-DETAIL 349                                                             350.42

ACTIVITY   201                                                         ✓✓350.42 SUBTOTAL   interast N.P

C10040   010    899      131        8019                                    15.72
OBJ-DETAIL 131                                                              15.72

C10040   010    899      438        8009                                    97.85
OBJ-DETAIL 438                                                              97.85

ACTIVITY   899                                                         ✓✓113.57 SUBTOTAL -pm N.P.

C10040   010    900      148        8019                                    23.73
OBJ-DETAIL 148                                                              23.73

C10040   010    900      189        8009                                    27.21
C10040   010    900      189        8019                                    10.60
OBJ-DETAIL 189                                                              37.81

C10040   010    900      456        0955                                     9.24
C10040   010    900      456        8019                                   107.25
OBJ-DETAIL 456                                                             116.49

C10040   010    900      566        8019                                    13.37

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  02-07-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 02/02/91
                             FOR EXPENDITURE ACCOUNT C10040
                                          CREW    MSA          CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH              DATE
--        ------ -------- ---------- ------ -----          -------         ----------
C10040    010    900      566        8042                                       73.60
OBJ-DETAIL 566                                                                  86.97

C10040    010    900      584        8019                                       47.23
OBJ-DETAIL 584                                                                  47.23

ACTIVITY    900                                                                312.23 SUBTOTAL -PM N.P.

C10040    010    901      131        8019                                        8.56
OBJ-DETAIL 131                                                                   8.56

ACTIVITY    901                                                                  8.56 SUBTOTAL-PM N.P.

SUB-JOB     010 SUBTOTAL                                                       925.98

C10040    011    010      001        0521                                       10.09
OBJ-DETAIL 001                                                                  10.09

ACTIVITY    010                                                                 10.09 SUBTOTAL -account

C10040    011    020      001        8019                                      304.30
OBJ-DETAIL 001                                                                 304.30

ACTIVITY    020                                                                304.30 SUBTOTAL-PM

C10040    011    050      001        0570                                      302.72
OBJ-DETAIL 001                                                                 302.72

ACTIVITY    050                                                                302.72 SUBTOTAL-Audit

C10040    011    136      341        8019   SF                                -141.20
C10040    011    136      341        8019   SF05                               706.00
OBJ-DETAIL 341                                                                 564.80

ACTIVITY    136                                                                564.80 SUBTOTAL -SFO #5

C10040    011    141      106        1047   SF                                  90.00
OBJ-DETAIL 106                                                                  90.00

ACTIVITY    141                                                                 90.00 SUBTOTAL -SFO #3

C10040    011    144      450        8019   SF07                               970.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                         JOB COST SUMMARY RUN ON  02-07-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 02/02/91
                          FOR EXPENDITURE ACCOUNT C10040

                                            CREW    MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH            DATE
--        ------ -------- ---------- ------ -----        -------        ----------
OBJ-DETAIL 450                                                               970.00

ACTIVITY    144                                                              970.00 SUBTOTAL -SFO #1

C10040    011    159      450        8019   SF                             9,206.56
OBJ-DETAIL 450                                                             9,206.56 -SFO #2

C10040    011    159      490        8019   SF                             1,200.00
OBJ-DETAIL 490                                                             1,200.00 SFO #2

ACTIVITY    159                                                          ~~10,406.56~~ SUBTOTAL

C10040    011    199      001        1047   SF                               326.12
OBJ-DETAIL 001                                                               326.12 -SFO #3

C10040    011    199      440        1047   SF                                 4.10
OBJ-DETAIL 440                                                                 4.10 -SFO #3

C10040    011    199      550        1047   SF                               132.00
OBJ-DETAIL 550                                                               132.00 -SFO #3

ACTIVITY    199                                                              ~~462.22~~ SUBTOTAL

C10040    011    201      300        8019                                   -459.28
OBJ-DETAIL 300                                                              -459.28

ACTIVITY    201                                                             -459.28 SUBTOTAL -contract

C10040    011    899      001        0521                                     12.50
OBJ-DETAIL 001                                                                12.50 -account

C10040    011    899      130        8019                                      2.79
OBJ-DETAIL 130                                                                 2.79 -pm

C10040    011    899      199        8019                                    186.18
OBJ-DETAIL 199                                                               186.18 -pm

C10040    011    899      300        8019                                502,266.69
OBJ-DETAIL 300                                                           502,266.69 contract

C10040    011    899      302        R
OBJ-DETAIL 302

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

JOB COST SUMMARY RUN ON 02-07-91
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED
CHARGES ARE CURRENT TO 02/02/91
FOR EXPENDITURE ACCOUNT C10040

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	BALANCE TO DATE	
C10040	011	899	336	8019			917.07	
OBJ-DETAIL 336							✓917.07	- SFO #4
C10040	011	899	341	8019			5,639.56	
OBJ-DETAIL 341							✓5,639.56	- County
C10040	011	899	470	7000			50.00	
C10040	011	899	470	8019				
OBJ-DETAIL 470							✓50.00	- final
C10040	011	899	504	8019			5.40	
OBJ-DETAIL 504							✓5.40	- pm
ACTIVITY 899							~~509,000.19~~ SUBTOTAL	
C10040	011	900	001	8009			222.40	
C10040	011	900	001	8019			47,294.81	
OBJ-DETAIL 001							47,517.21	
C10040	011	900	008	8019			94.91	
OBJ-DETAIL 008							94.91	
C10040	011	900	030	8019			5,228.56	
OBJ-DETAIL 030							5,228.56	
C10040	011	900	032	8019			193.30	
OBJ-DETAIL 032							193.30	
C10040	011	900	130	8019			88.16	
OBJ-DETAIL 130							88.16	
C10040	011	900	134	8017			42.95	
OBJ-DETAIL 134							42.95	
C10040	011	900	199	8019			10.10	
OBJ-DETAIL 199							10.10	
C10040	011	900	470	8009			10.90	
C10040	011	900	470	8019			26.46	
OBJ-DETAIL 470							37.36	
C10040	011	900	548	8019			403.90	

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES

```
                         JOB COST SUMMARY RUN ON  02-07-91
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 02/02/91
                          FOR EXPENDITURE ACCOUNT C10040

                                           CREW    MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--        ------ -------- ---------- ------ -----          -------        ----------
OBJ-DETAIL 548                                                               403.90

C10040    011    900      550        8009                                     29.70
C10040    011    900      550        8019                                  3,719.16
C10040    011    900      550        8042                                    143.45
OBJ-DETAIL 550                                                             3,892.31

C10040    011    900      551        1094                                     74.00
OBJ-DETAIL 551                                                                74.00

C10040    011    900      570        8019                                    210.00
OBJ-DETAIL 570                                                               210.00

ACTIVITY    900                                                    ✓✓57,792.76 SUBTOTAL -PM

C10040    011    901      001        0522                                      8.74
OBJ-DETAIL 001                                                                 8.74

ACTIVITY    901                                                          ✓8.74 SUBTOTAL -account

C10040    011    905      001        7300                                    178.90
OBJ-DETAIL 001                                                               178.90

ACTIVITY    905                                                        ✓178.90 SUBTOTAL -final

C10040    011    907      001        7300                                    113.97
OBJ-DETAIL 001                                                               113.97

ACTIVITY    907                                                        ✓113.97 SUBTOTAL -TP&DT

C10040    011    914      001        7700                                     21.59
OBJ-DETAIL 001                                                                21.59

ACTIVITY    914                                                         ✓21.59 SUBTOTAL -Utility

C10040    011    921      001        7200                                     85.39
OBJ-DETAIL 001                                                                85.39

ACTIVITY    921                                                         ✓85.39 SUBTOTAL -Specs

C10040    011    983      341        8019   SF06                           2,708.88
OBJ-DETAIL 341                                                             2,708.88

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                     JOB COST SUMMARY RUN ON  02-07-91
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                       PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 02/02/91
                       FOR EXPENDITURE ACCOUNT C10040

                                          CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--        ------ -------- ---------- ------ -----          -------        -----------
ACTIVITY   983                                                             2,708.88 SUBTOTAL -SFO #6

C10040    011     990      001         0521                                     9.00
OBJ-DETAIL 001                                                                  9.00

ACTIVITY   990                                                                  9.00 SUBTOTAL -account

SUB-JOB    011 SUBTOTAL                                                   582,650.83

EA         C10040 TOTAL                                                   627,381.71


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

DESCRIPTION	PREFIX	FUNCTION	SUB F.	GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	ACTIVE YRS BEG	END
DAGMAR-WEBSTER SEC JENNINGS A CONT NO 9779 FA PROJ NOS HES 9674004 100								STATE	
	203	1064	201	00 P 1	4,964.30	173,927.78	120,797.28	84	85
	203	1064	204	00 F 1	3,732.14	4,656.52CR	5,000.00CR	84	85
	203	1064	270	01 P 1	1.34CR	391.59	391.59	84	85
	203	1064	296	00 N 9		185,501.44CR	209,685.12CR	84	85
	203	1064	297	00 N 9		16,782.63	19,925.12	84	85
	203	1064	298	00 N 9		168,718.81	189,760.00	84	85
	203	1064	900	00 P 1	24.23CR	18,146.71	37,898.61	84	85
	203	1064	900	00 N 1		31.75	430.00	84	84
	203	1064	903	00 P 1		2,520.23	2,520.23	84	85
	203	1064	920	00 P 1	.17CR	37.45	55.57	84	85
	203	1064	940	00 P 1	28.00	1,636.65	1,636.65	84	85
	203	1064	941	00 P 1	.75CR	1,217.24	1,217.24	84	85
	203	1064	944	00 P 1	.99CR	268.95	330.79	84	85
	203	1064	945	00 P 1	456.23	487.89	518.77	84	85
	203	1064	948	00 P 1	.48CR	105.74	187.98	84	85
	203	1064	950	00 P 1			98.27	84	84
			TOT	P1	9,152.71	194,083.71	220,652.98		
			TOT	N1		31.75	430.00		
			** JOB TOTALS **		9,152.71 **	194,115.46 **	221,082.98 **		
SPTC XING-EVELYN ST CONT NO FA PROJ NOS RRS 9731001 100								STATE	
	203	1069	270	03 P 1	4,388.17	6,038.78	6,038.78	85	85
	203	1069	294	03 N 1	438.82CR	603.88CR	603.88CR	85	85
	203	1069	296	00 N 9		1,534.55CR	1,534.55CR	84	85
	203	1069	298	00 N 9		1,534.55	1,534.55	84	85
	203	1069	900	00 P 1	.05CR	11.32	11.32	85	85
	203	1069	920	00 P 1	.09CR	19.23	19.23	84	85
	203	1069	944	00 P 1		4.80	4.80	84	84
	203	1069	948	00 P 1	.08CR	18.87	18.87	85	85
			TOT	P1	4,387.95	6,093.00	6,093.00		
			TOT	N1	438.82CR	603.88CR	603.88CR		
			** JOB TOTALS **		3,949.13 **	5,489.12 **	5,489.12 **		
SE S'SIDE PD @ SE 82ND AV CONT NO 0040 FA PROJ NOS XI 9718009 100								STATE	
	203	1081	900	00 P 1	6,351.81	8,336.27	✓ 8,336.27 -pm	85	85
	203	1081	944	00 P 1	5.62	168.99	✓ 168.99 - tech	85	85
	203	1081	948	00 P 1	20.11	20.11	✓ 20.11 const	85	85
	203	1081	950	00 P 1	220.95	508.33	508.33 train	85	85
			TOT	P1	6,598.49	9,033.70	9,033.70		
			** JOB TOTALS **		6,598.49 **	9,033.70 **	9,033.70 **		
OATFIELD RD @ CONCORD RD CONT NO FA PROJ NOS HES 9665013 100								STATE	
	203	1083	900	00 P 1	29.52	29.52	29.52	85	85
			TOT	P1	29.52	29.52	29.52		
			** JOB TOTALS **		29.52 **	29.52 **	29.52 **		

ACCOUNT

FAN

```
PAGE    13

                         JOB COST SUMMARY RUN ON  04-02-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 03/30/91
                          FOR EXPENDITURE ACCOUNT C2031081

                                           CREW   MSA          CURRENT        BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH             DATE
--        ------ -------- ---------- ------ -----          -------        ----------
C2031081 000     899      130        8019                                      11.39
OBJ-DETAIL 130                                                                 11.39

ACTIVITY   899                                                                 11.39 SUBTOTAL

C2031081 000     900      438        8009                                     489.38
OBJ-DETAIL 438                                                                489.38

ACTIVITY   900                                                                489.38 SUBTOTAL

SUB-JOB    000 SUBTOTAL                                                       500.77

C2031081 001     020      250        8019
OBJ-DETAIL 250

ACTIVITY   020                                                                       SUBTOTAL

SUB-JOB    001 SUBTOTAL

C2031081 011     899      299        0100                                   9,033.70 ***
OBJ-DETAIL 299                                                              9,033.70

ACTIVITY   899                                                              9,033.70 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                     9,033.70

EA         C2031081 TOTAL                                                   9,534.47

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

pm.

10,340 jc cc: OSHD (D. Forbes)

5

STATE COPY

US Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 10	**REPORT NO.** 6	**COUNTY** Clackamas	**DIVISION** Oregon
DATE OF REPORT 5/31/88	**REPORT MADE BY** Ed Fischer, Assistant Area Engineer		**PROJECT NO.** IX-9718(9)
COMPLETION DATE (Actual) 7/3/86	**ACCEPTANCE DATE BY CONRTACT AGENCY** 1/29/88	**TIME ELAPSED** 168 %	**CONTRACT TIME** 180 Calendar Days
LOCATION			

The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S. E. SUNNYSIDE ROAD @ S. E. 82ND AVE.
FAU 9718 - SUNNYSIDE ROAD
Grading, Paving, Signing, Signals, Illumination & Landscaping

This project provided a basic four-lane travel section on new alignment with both right and left turn lanes at 82nd Ave,

The contractor overran the allowed contract time. Liquidated damages were charged.

The final project cost was approximately 6.9 percent below the original authorization.

A final inspection of this project was made on 7/16/88.

- EF -

RECEIVED
STATE HWY ENGR
JUN 8 '88
6/9
REFER TO
cc Construction
FOR
Info | Inves | R/D | D/R | Sign | Act | File
Cm

ACCEPTANCE OF PROJECT IS RECOMMENDED	**ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION**
SIGNATURE Edward L. Fischer	**SIGNATURE**
TITLE Assistant Area Engineer	**TITLE** District Engineer A
DATE 6/3/88	**DATE** 6/6/88

FORM FHWA 1448B PREVIOUS EDITIONS MAY BE USED

10,040

February 12, 1988

United Pacific Insurance Co.
P.O. Box 5699
Portland, OR 97228

CON 5 - 10,040

Contract No. 10,040 awarded to Mocon Corporation for work on the SE Sunnyside Road at SE 82nd Avenue Section of FAU 9718 in Clackamas County was completed on April 15, 1987, and accepted by the State Highway Division on January 29, 1988.

Final payment in the amount of $500.00 will be released to the contractor after February 18, 1988. The total contract amount is $501,807.47 including $2,529.10 for work performed under force account.

You have been previously notified of a claim filed against the performance bond on this contract.

Fran Neavoll
COMMISSION SERVICES

bk

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
33405 8th Avenue S., C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Highway Accounting
Rick Kuehn

10,040

Contract Payments 378-6594 FILE: CON 5
10040

Commission Services January 29, 1988

Warren E. Schwartz
W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract	10040 ,	On Site Work Substantially Completed	July 3, 1986
All Work Completed	April 15, 1987		
Project	SE Sunnyside Rd. @ SE 82nd Ave.		
Highway	FAU 9718 (Sunnyside Road)		
County	Clackamas		
Type of Work	Various		
Contractor	Mocon Corporation		

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

2-12-88 Surety ltr. sent.

RECEIVED
FEB -2 1988
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

10.040 jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9718(9)

2. STATE PROJECT NO.

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30100

2A. COUNTY NAME Clackamas

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE November 12, 1987

8. FEDERAL ROUTE NUMBER FAU 9718

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

S. E. Sunnyside Road at 82nd Ave.

11. GENERAL DESCRIPTION OF WORK

Replace mast arm

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☒ CONSTRUCTION PROCEED ON AN ~~AGREED PRICE AND/OR~~ FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 11/12/87 as requested in Mr. Fredrickson's letter of 12/10/87 as being cost effective for the use of State forces to proceed with the above work.

State Force Order No. 7 is approved to a TEC of $2,511; Federal Funds $2,134.

RECEIVED
STATE HWY ENGR
DEC 23 '87
REFER TO Gilmour
FOR
Info | Inves | R/D | D/R | Sign | Act | File

14. DATE 12/21/87

15. SIGNATURE OF APPROVING OFFICIAL John T. Price

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9718(9)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30100

6. TO

3-18-87

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 19'87
REFER TO Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE February 10, 1987
8. FEDERAL ROUTE NUMBER FAU 9718
9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

S. E. Sunnyside Road at 82nd Ave.

11. GENERAL DESCRIPTION OF WORK

Monumentation of the Right-of-Way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/10/87 as requested in Mr. Fredrickson's letter of 3/10/87 as being cost effective for the use of Clackamas County forces to proceed with the above work.

State Force Order No. 6 is approved to a TEC of $3,000; Federal Funds $2,550.

14. DATE 3/15/87
15. SIGNATURE OF APPROVING OFFICIAL
16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

ic

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO.
IX-9718(9)

2. STATE PROJECT NO.
See Below

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO.
30100

2A. COUNTY NAME
Clackamas

6. TO
Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
MAR 19 '87
REFER TO
Potter
FOR

7. DATE AUTHORIZATION EFFECTIVE
February 10, 1987

8. FEDERAL ROUTE NUMBER
FAU 9718

9. STATE ROUTE NUMBER
County Road

10. GENERAL LOCATION:
S. E. Sunnyside Road at 82nd Ave.

11. GENERAL DESCRIPTION OF WORK
Replace trees and install drain

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, we approve the advance authorization date of 2/10/87 as requested in Mr. Fredrickson's letter of 3/10/87 as being cost effective for the use of Clackamas County forces to proceed with the above work.

State Force Order No. 5 is approved to a TEC of $733; Federal Funds $623.

14. DATE
3/18/87

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE
For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

WI Y REPORT FOR CONSTRUCTION ECTS

PROJECT NAME (SECTION) SE SUNNYSIDE ROAD-SE 82ND AVENUE		WEEK ENDING Sept 13,1986
		CONTRACT NO C10040
HIGHWAY FAU 9718	COUNTY CLACKAMAS	F A PROJECT NO IX-9718(9)
CONTRACTOR MOCON CORPORATION	KIND OF WORK GRADE PAV SIGN ILL SIGNALS AND LANDSCAPING	DATE OF AWARD JUNE 10, 1985

PROJECT AUTHORIZATION		ENGINEERING		
CURRENT AUTHORIZATION	$ 616,847.98	AUTHORIZATION	$ 53,126.66	FIRST NOTIFICATION DATE JULY 10, 1985
		COST THIS WEEK	$ 0.00	ESTIMATED DATE OF COMPLETION, OR
ESTIMATED PROJECT COST	$ 581,516.11	TOTAL TO DATE	$ 101,358.00	SECOND NOTIFICATION DATE AND July 3, 1986
ESTIMATED PERCENT OV~~ERRUN/~~UNDERRUN	5.7 %	PERCENT OF AUTHORIZATION	190 %	

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
A	/ /	180	303.0	168	NO
	/ /	0	0.0	0	
	/ /	0	0.0	0	
	/ /	0	0.0	0	

ESTIMATED SEMIFINAL SUBMITTAL DATE
Sept 12,1986

AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0

PERCENT CONTRACT WORK COMPLETED
99%

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES	6,500 CY	7,100 TN	2,550 TN			
EST. CORRECTED QUANTITIES	5,494 CY	4,958 TN	3,053 TN			
EST. PERFORMED TO DATE	5,494 CY	4,958 TN	3,053 TN			
PERCENT PERFORMED TO DATE	100	100	100	99	0	0

ACTIVITIES THIS WEEK:

No activity by contractor.

FINAL REPORT - semi-final submitted.

PROJECT VISITORS:
None

ACTIVITIES ANTICIPATED NEXT WEEK:

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

F

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

PROJECT MANAGER (SIGN)
Gary Kennen
GARY KENNEN

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,070

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
CONSTRUCTION SECTION
1158 CHEMEKETA ST. NE, SALEM, OREGON 97310
PHONE: (503) 378-6318

DATE: August 21, 1986

In Reply Refer to
File No.:
CON 5
10040

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

Bruce M. Walton
FROM: for C. O. Fredrickson, P.E., P.L.S.
Construction Engineer

SUBJECT: Request Contract Acceptance
Federal-aid Project No. IX-9718(9)

Contract 10040, Work Completed July 3, 1986

Project SE Sunnyside Road at SE 82nd Avenue

Highway FAU 9718 (Sunnyside Road)

County Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date July 16, 1986

Christianson
Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR
SEP 8 '86
REFER TO
FOR
Info Invest R/D

L. W. RULI

RECEIVED
AUG 22 1986
OREGON DIVISION

BMW:mk

cc: L. Rulien
C. O. Fredrickson
Richard Kuehn
B. M. Walton

CPC/FL4

734-2023 (2-85)

10040QL 1986·0269

VICTOR ATIYEH
GOVERNOR

Department of Transportation

TRANSPORTATION BUILDING, SALEM, OREGON 97310

August 18, 1986

IN REPLY REFER TO
FILE NO.: CON 5 - #10,040

FILED
AUG 19 1986
BARBARA ROBERTS
SECRETARY OF STATE

Hamilton Electric
P.O. Box 708
Eugene, OR 97440

Attention: Emerson Hamilton

We have received your letter dated August 1, 1986, filing a claim against the following Highway Division contract:

FILED BY:	Hamilton Electric Inc.
AMOUNT:	$21,039.22
FOR:	Labor and materials
AGAINST (PRIME CONTRACTOR):	Mocon Corporation
CONTRACT NO.:	10,040
PROJECT:	SE Sunnyside Road at SE 82nd Avenue, FAU 9718, Clackamas County
SURETY:	United Pacific Insurance Company
AGENT:	Fred S. James & Co. of Oregon

We will advise the surety and the contractor of the receipt of this claim. We will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

George Bell
Assistant Director

cc: Mocon Corporation
P.O. Box 3258
Salem, OR 97302

United Pacific Insurance Co.
P.O. Box 5669
Portland, OR 97228

United Pacific Insurance Co.
Bond Department
33405 8th Avenue S.
C-3000
Federal Way, WA 98003

RECEIVED
AUG 20 1986
COMMISSION [illegible] SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED ON CARD
8-20-86cc

bc: Secretary of State - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

731-0188 (10-80)

HAMILTON ELECTRIC Inc.
ELECTRICAL CONTRACTING

August 1, 1986

CERTIFIED MAIL - RETURN RECEIPT REQUESTED

Secretary of State
State Capitol Building
Salem, Oregon 97310

Mocon Corporation
P.O. Box 3258
Salem, Oregon 97302

Oregon Dept. of Transportation
121 Transportation Building
Salem, Oregon 97310

United Pacific Insurance Co.
P.O. Box 5669
Portland, Oregon 97302

Re: ODOT Contract No. 10,040; SE Sunnyside at SE 82nd Avenue Section of FAU 9718 in Clackamas County, Oregon; Notice of Claim on Bond No. U-54-65-81

Notice is hereby given pursuant to ORS 279.526 that the undersigned Hamilton Electric, Inc., has a claim for labor and materials provided to Mocon Corporation and used for the electrification of the above-referenced project in the sum of $21,039.22 against the bond taken from Mocon Corporation and United Pacific Insurance Co. for the project referenced above.

HAMILTON ELECTRIC, INC.

By: Emerson Hamilton

cc: Joseph A. Yazbeck, Esq.

RECEIVED
AUG 15 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

232 WEST 5th AVENUE 503/485-4455 POST OFFICE BOX 708 EUGENE, OREGON 97440

10,040

C203-1920 ✓ C403-1920 ✓

(ORIGINAL)

FORM APPROVED BY
COMPTROLLER GENERAL,
U.S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

7-23-86

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

STATE VOUCHER NO.

FHWA VOUCHER NO.

FHWA SCHEDULE NO.

APPROPRIATION

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*
TREASURER OF THE STATE OF OREGON

ADDRESS
CAPITOL BUILDING
SALEM, OREGON 97310

PAID BY

(For use of Paying Office)

STATE
OREGON

VOUCHER TYPE *(Check Appropriate Block)*
☐ CURRENT BILLING
☐ OTHER PROGRESS
☒ FINAL VOUCHER (*)

VOUCHER PERIOD FROM 6-6-83 TO 4-16-85

FEDERAL AID PROJECT NO.
IX-9718-(7)

(*) *Use Form FHWA-1447 for Final Voucher for a project constructed under certification acceptance or secondary road procedures (23 U.S.C. 117).*

App 178

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$12,206.86	$12,206.86	85%	$10,375.83	$10,375.83	-0-
$51,660.98	$51,471.88	85%	$43,751.10	$43,751.10	-0-
$63,867.84	$63,678.74	85%	$54,126.93	$54,126.93	-0-

I certify that the costs shown in this voucher have been incurred in accordance with terms of project agreements; applicable State and Federal laws or regulations; and that no claim has previously been submitted for costs claimed.

STATE HIGHWAY AGENCY OREGON	**DATE** 7-23-86	**SIGNATURE OF AUTHORIZED OFFICIAL** CONTROLLER

County

I certify that supporting records for costs claimed, and the referenced project (if applicable), have been subjected to required reviews, approvals and inspections by the Federal Highway Administration and that the amount approved is justly due.

AMOUNT SUBMITTED	$0.00
ADJUSTMENTS	
AMOUNT APPROVED	

SIGNATURE OF FHWA REPRESENTATIVE
(SIGN ORIGINAL ONLY)

DATE APPROVED

FORM PR-20
(Rev. 5-78)

PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (*Payee must not use this column*)
	S.E. SUNNYSIDE ROAD - S.E. 82nd AVE. SECTION					
	COUNTY ROAD IN CLACKAMAS COUNTY					
	Preliminary Engineering					
	Type Code PE					
	Work by Clackamas County	All Required			$12,206.86	
	State	All Required			50,944.51	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$63,151.37**	
	Misc. Project Cost					
	Audit Expense	All Required			$ 527.37	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$63,678.74**	
	Non Participating Project Cost					
	State	All Required			$ 189.10	
	TOTAL PROJECT COST				**$63,867.84**	
	Prepared based on Participating Cost as shown on the Federal Billing as of May 2, 1986.					
	AMOUNT CARRIED FORWARD . . .					

GPO 944 891

11/15/86

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C2031920	000	900	001	1093	
C2031920	000	900	001	1093	
C2031920	000	900	001		
C2031920	000	900			
C2031920	000	914	001	7700	
C2031920	000	914	001	7700	
C2031920	000	914	001		
C2031920	000	914			
C2031920	000	920	001	0631	
C2031920	000	920	001	0631	
C2031920	000	920	001		
C2031920	000	920			
C2031920	000				
C2031920	011	020	598	0521	
C2031920	011	020	598	0521	
C2031920	011	020	598		
C2031920	011	020			
C2031920	011	050	001	0500	
C2031920	011	050	001	0500	
C2031920	011	050	001		
C2031920	011	050	548	0966	
C2031920	011	050	548	0966	
C2031920	011	050	548		
C2031920	011	050			
C2031920	011				
C2031920					

JOB COST SUMMARY
SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
PAYROLL CHARGES ARE LOADED

AIL	CREW NUMBER	MSA FIELD	CURRENT MONTH	CURRENT BALANCE
	1093		.00	.00
	1093		.00	.00
			.00	.00
			.00	.00
	7700		.00	.00
	7700		.00	.00
			.00	.00
			.00	.00
	0631		.00	38.94
	0631		.00	38.94
			.00	38.94
			.00	38.94
			.00	38.94
	0521		.00	315.88-
	0521		.00	315.88-
			.00	315.88-
			.00	315.88-
	0500		.00	443.23
	0500		.00	443.23
			.00	443.23
	0966		.00	32.00
	0966		.00	32.00
			.00	32.00
			.00	475.23
			.00	159.35
			.00	198.29

11/15/86

JOB COST SUMMARY

EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-

PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C4031920	011		720	1096	
C4031920	011		720	1096	
C4031920	011		720		
C4031920	011				
C4031920	011				
C4031920					

```
          JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
      PAYROLL CHARGES ARE LOADED

        CREW          MSA                CURRENT                    CURRENT
TAIL   NUMBER        FIELD                MONTH                     BALANCE

        1096                                          .00                  2,888.44
        1096                                          .00                  2,888.44

                                                      .00                  2,888.44

                                                      .00                  2,888.44

                                                      .00                  2,888.44

                                                      .00                  2,888.44
```

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

FEDERAL APPROPRIATION: 178

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: XIO -9383-002									
F03561									
C7261924-031	10,505.53	8,929.70	10,505.53						
AGREEMENT TOTALS	10,505.53	8,929.70	10,505.53	85.00	22,699.00	8,929.70	.00		.00
FED PROJ TOTALS	10,505.53	8,929.70	10,505.53		22,699.00	8,929.70	.00		.00
FEDERAL PROJECT: XIO -9713-010									
F03806									
C0262506-000	52,809.98	44,312.50	52,809.98						
AGREEMENT TOTALS	52,809.98	44,312.50	52,809.98	85.00	2,125,000.00	44,888.48	.00		575.98
FED PROJ TOTALS	52,809.98	44,312.50	52,809.98		2,125,000.00	44,888.48	.00		575.98
FEDERAL PROJECT: XIO -9718-007									
F01525									
C2031920-000	38.94	4.90	38.94						
C2031920-010	189.10	.00	.00						
C2031920-011	51,432.94	43,746.20	51,432.94						
AGREEMENT TOTALS	51,660.98	43,751.10	51,471.88	85.00	44,625.00	43,751.10	.00		.00
F02546									
C4031920-011	12,206.86	10,375.83	12,206.86						
AGREEMENT TOTALS	12,206.86	10,375.83	12,206.86	85.00	10,375.83	10,375.83	.00		.00
FED PROJ TOTALS	63,867.84	54,126.93	63,678.74		55,000.83	54,126.93	.00		.00
FEDERAL PROJECT: XIO -9822-008									
F02285									
C09713 -000	373.37	6.74	373.37						
C09713 -001	636.48	.00	.00						
C09713 -010	36,794.03	.00	.00						
C09713 -011	311,921.86	265,444.21	311,921.86						
AGREEMENT TOTALS	349,725.74	265,450.95	312,295.23	85.00	295,926.00	265,450.95	.00		.00
FED PROJ TOTALS	349,725.74	265,450.95	312,295.23		295,926.00	265,450.95	.00		.00
FEDERAL PROJECT: XIO -9837-001									
F02777									

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                        JUNE 1985      PAGE 1077

                                                                                  FISCAL        GRAND TOTAL
     DESCRIPTION                  PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH    YEAR TO DATE     TO DATE

  RAILROAD AVE-HARMONY RD        CONT NO        FA PROJ NOS X10 0000046 100                                    STATE
                                     403    1919      598      00 N 9                6,202.03CR     90,951.02CR
                                     403    1919      903      00 P 1                3,930.16       90,951.02
                                                      TOT         P1                 3,930.16       90,951.02
                                                      TOT         N9                 6,202.03CR     90,951.02CR
                                              ** JOB TOTALS **               **     2,271.87CR**              **

  SE SUNNYSIDE RD-SE 82ND AV     CONT NO        FA PROJ NOS X10 9718007 100                                    STATE
                                     403    1920      598      00 N 9                3,416.36CR      7,487.39CR
                                     403    1920      903      00 P 1                3,191.88        7,487.39
                                                      TOT         P1                 3,191.88        7,487.39
                                                      TOT         N9                 3,416.36CR      7,487.39CR
                                              ** JOB TOTALS **               **       224.48CR**              **

  CURVE REALIGNMENT/JENNINGS-DA CONT NO         FA PROJ NOS HES 9674004 100                                    STATE
                                     403    1921      598      00 N 9                  410.35CR        597.09CR
                                     403    1921      903      00 P 1                  410.35          597.09
                                                      TOT         P1                   410.35          597.09
                                                      TOT         N9                   410.35CR        597.09CR
                                              ** JOB TOTALS **               **               **              **

  HUBBARD RD SEC                 CONT NO        FA PROJ NOS X10 9739001 100                                    STATE
                                     403    1922      598      00 N 9               38,318.56CR     38,318.56CR
                                     403    1922      903      00 P 1               38,318.56       38,318.56
                                                      TOT         P1                38,318.56       38,318.56
                                                      TOT         N9                38,318.56CR     38,318.56CR
                                              ** JOB TOTALS **               **               **              **

  OATFIELD RD @ CONCORD SIG      CONT NO        FA PROJ NOS HES 9665013 100                                    STATE
                                     403    1926      598      00 N 9                   58.86CR         58.86CR
                                     403    1926      903      00 P 1                   58.86           58.86
                                                      TOT         P1                    58.86           58.86
                                                      TOT         N9                    58.86CR         58.86CR
                                              ** JOB TOTALS **               **               **              **

  WARNER-MILNE RD-OR CITY        CONT NO        FA PROJ NOS X10 0000067 100 X10 0000067                        STATE
                                     403    1927      598      00 N 9               16,128.09CR     16,128.09CR
                                     403    1927      903      00 P 1               18,974.22       18,974.22
                                     403    1927      903      00 N 2                2,846.13CR      2,846.13CR
                                                      TOT         P1                18,974.22       18,974.22
                                                      TOT         N2                 2,846.13CR      2,846.13CR
                                                      TOT         N9                16,128.09CR     16,128.09CR
                                              ** JOB TOTALS **               **               **              **
```

```
                         JOB COST SUMMARY RUN ON  02-07-91
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                             CHARGES ARE CURRENT TO 02/02/91
                            FOR EXPENDITURE ACCOUNT C2031920

                                          CREW   MSA          CURRENT       BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD           MONTH           DATE
--        ------ -------- ---------- ------ -----          -------       ----------
C2031920 000    920      001        0631                                       38.94
OBJ-DETAIL 001                                                                 38.94

ACTIVITY    920                                                                38.94 SUBTOTAL - program sec

SUB-JOB     000 SUBTOTAL                                                       38.94

C2031920 010    899      299        0100                                      189.10 ***
OBJ-DETAIL 299                                                                189.10

C2031920 010    899      598        0523                                        -.01
OBJ-DETAIL 598                                                                  -.01 - P.M N.P.

ACTIVITY    899                                                               189.09 SUBTOTAL

SUB-JOB     010 SUBTOTAL                                                      189.09

C2031920 011    020      598        0521                                     -315.88
OBJ-DETAIL 598                                                               -315.88

ACTIVITY    020                                                              -315.88 SUBTOTAL - P.M

C2031920 011    050      001        0500                                      443.23
OBJ-DETAIL 001                                                                443.23

C2031920 011    050      548        0966                                       32.00
OBJ-DETAIL 548                                                                 32.00

ACTIVITY    050                                                               475.23 SUBTOTAL - Audit

C2031920 011    899      299        0100                                   51,673.44 ***
OBJ-DETAIL 299                                                             51,673.44

C2031920 011    899      598        0523                                         .01
OBJ-DETAIL 598                                                                   .01 - P.M

ACTIVITY    899                                                            51,673.45 SUBTOTAL

C2031920 011    905      001        7300                                     -178.90
OBJ-DETAIL 001                                                               -178.90

ACTIVITY    905                                                              -178.90 SUBTOTAL - Final Design

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                    JOB COST SUMMARY RUN ON  02-07-91
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                        PAYROLL CHARGES ARE LOADED
                      CHARGES ARE CURRENT TO 02/02/91
                      FOR EXPENDITURE ACCOUNT C2031920

                                     CREW   MSA         CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD         MONTH           DATE
--       ------ -------- ---------- ------ -----        -------       ----------
C2031920 011     907       001       7300                                -113.97
OBJ-DETAIL 001                                                           -113.97

ACTIVITY   907                                                          ✓-113.97 SUBTOTAL - Final Design

C2031920 011     914       001       7700                                 -21.59
OBJ-DETAIL 001                                                            -21.59

ACTIVITY   914                                                           ✓-21.59 SUBTOTAL- Utility Liaison -

C2031920 011     921       001       7200                                 -85.39
OBJ-DETAIL 001                                                            -85.39

ACTIVITY   921                                                           ✓-85.39 SUBTOTAL - Specs.

SUB-JOB    011 SUBTOTAL                                                51,432.95

EA         C2031920 TOTAL                                              51,660.98


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
PAGE     1

                         JOB COST SUMMARY RUN ON  02-07-91
                      EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 02/02/91
                            FOR EXPENDITURE ACCOUNT C4031920

                                             CREW   MSA           CURRENT        BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH           DATE
--       ------ -------- ---------- ------ -----         -------       ----------
C4031920 011    899      299        0100                                  7,487.39 ***
C4031920 011    899      299        1096                                  1,831.03 ***
OBJ-DETAIL 299                                                            9,318.42

C4031920 011    899      720        1096                                  2,888.44
OBJ-DETAIL 720                                                            2,888.44

ACTIVITY   899                                                           12,206.86 SUBTOTAL

SUB-JOB    011 SUBTOTAL                                                  12,206.86

C4031920 090    899      299                                              7,487.39 ***
C4031920 090    899      299        0100                                -22,462.17 ***
C4031920 090    899      299        0521                                 14,974.78 ***
OBJ-DETAIL 299

ACTIVITY   899                                                                     SUBTOTAL

SUB-JOB    090 SUBTOTAL

EA         C4031920 TOTAL                                                12,206.86


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
                                                                              FISCAL          GRAND TOTAL
      DESCRIPTION                PREFIX  FUNCTION SUB F. GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                            203   1919     920     00 P 1                                        92.67
                            203   1919     923     00 P 1                                         5.60
                                           TOT     P1                                           214.84
                                     ** JOB TOTALS **               **             **           214.84  **

SE SUNNYSIDE@SE 82ND AVE      CONT NO    * FA PROJ NOS X10 9718007 100                                      STATE
                            203   1920     296     00 N 9                                    23,500.00CR
                            203   1920     297     00 N 9                                     3,525.00
                            203   1920     298     00 N 9                                    19,975.00-P.M
                            203   1920     901     00 P 1                       1,199.97     ✓2,074.29-P.m N.D.
                            203   1920     901     00 N 1                         189.10       ✓189.10-
                            203   1920     905     00 P 1          27.00        5,140.08    ✓17,520.10-Final Design
                            203   1920     906     00 P 1                       6,627.24    ✓11,981.99-Bridge
                            203   1920     909     00 P 1                          10.99     ✓2,444.40-R/W Assoc.
                            203   1920     911     00 P 1                         408.14    ✓10,783.41-Traffic
                            203   1920     912     00 P 1                       2,110.67     ✓2,110.67-Landscape
                            203   1920     914     00 P 1                          94.11        ✓94.11-Utility Liaison
                            203   1920     915     00 P 1                          18.60        ✓52.14-Audit
                            203   1920     918     00 P 1                                        ✓4.55-Project Develop
                            203   1920     920     00 P 1                          21.28       ✓114.07-Program
                            203   1920     921     00 P 1                       2,304.32     ✓2,304.32-Specs
                            203   1920     922     00 P 1                          70.95        ✓80.88-Admin Serv
                            203   1920     923     00 P 1                         103.91       ✓283.44-Environ
                            203   1920     932     00 P 1                         131.65       ✓131.65-R/W Liaison
                            203   1920     933     00 P 1                         358.64       ✓587.30-Base Design
                            203   1920     936     00 P 1                                      ✓617.82-Traffic
                            203   1920     937     00 P 1                                      ✓172.42-Hydraulics
                            203   1920     950     00 P 1                                      ✓315.88-P.m.          ✓ Tech Serv.
                                           TOT     P1              27.00       18,600.55      51,673.44
                                           TOT     N1                             189.10         189.10
                                     ** JOB TOTALS **              27.00  **   18,789.65  **  51,862.54  **

OATFIELD RD-E PORTLAND FY     CONT NO      FA PROJ NOS X10 0000061 100                                      STATE
                            203   1921     296     00 N 9                         114.91CR       479.14CR
                            203   1921     298     00 N 9                         114.91         479.14
                            203   1921     901     00 P 1                                        292.37
                            203   1921     911     00 P 1              .60CR      133.57         133.57
                            203   1921     913     00 P 1                                         21.62
                            203   1921     918     00 P 1                                          4.55
                            203   1921     920     00 P 1                                        110.98
                                           TOT     P1                  .60CR      133.57         563.09
                                     ** JOB TOTALS **                  .60CR**    133.57  **     563.09  **

HUBBARD ROAD SECTION          CONT NO      FA PROJ NOS X10 9739001 100 X1  9739001                          STATE
                            203   1922     296     00 N 9        123.65CR       4,470.80CR     5,435.76CR
                            203   1922     298     00 N 9        123.65         4,470.80       5,435.76
```

10,040

May 12, [illegible]

COM 5 -
#9793
#9920
#10,118
#10,040

David J. Gunno
Attorney at Law
200 S. W. Market Street, #1410
Portland, OR 97201

As requested, we are attaching the front page, signature page, and copy of performance bond for each of the following contracts. You will note that on Contract No. 10,118 there is a payment bond. Just last year, a payment bond was included in the contract. In previous years, the performance bond was the only bond included in the contract.

Contract No. 9793 with Mocon Corporation for work on SE 122nd-Rock Creek Section

Contract No. 9920 with Mocon Corporation for work on Park Place-Clackamas Community College Section

Contract No. 10,040 with Mocon Corporation for work on SE Sunnyside Road at SE 82nd Avenue

Contract No. 10,118 with Mocon Corporation for work on Hubbard Road Extension.

Robert W. Gormsen
COMMISSION SERVICES

Attachments

bc Marion Craft

fkn

STATE OF OREGON

INTEROFFICE MEMO

TO: BOB GORMSEN
Highway Commission Secretary

DATE: April 28, 1986

Marion Craft

FROM: MARION CRAFT
Metro Region Construction Engineer

SUBJECT: OSHD CONTRACTS 9793, 9928, 10,040 AND 10,118

Attached is a letter from an attorney, David J. Buono, requesting several items of information for these projects.

Will you please provide the information he is requesting?

Contract No. 9793 is the 122nd Avenue-Rock Creek project on the Clackamas Highway.

Contract No. 9928 is the Park Place-Clackamas Community College project (the Oregon City Bypass).

Contract No. 10,040 is the SE Sunnyside Road @ SE 82nd Avenue project.

Contract No. 10,118 is the Hubbard Road Extension Section project.

MC/cy/2

Attachments

RECEIVED
APR 29 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

LINDSTEDT & BUONO, P.C.
ATTORNEYS AT LAW

NORMAN L. LINDSTEDT
DAVID J. BUONO

R. LEE ROSBACK

SUITE 1410
200 MARKET BUILDING
200 S.W. MARKET
PORTLAND, OREGON 97201
TELEPHONE (503) 222-6881

April 21, 1986

Oregon State Highway Department
9002 S.E. McLoughlin
Milwaukie, OR 97222

Gentlemen:

Re: OSHD Contract Nos. 9793, 9928, 10118 and 10040

I represent Pacific Rock Products, Inc., a material supplier to Mocon Corporation in regard to the above-referenced Highway Division contracts. I am in the process of perfecting a claim for collection of balances due Pacific Rock Products, Inc. from Mocon Corporation on each contract. My client forwarded its Notice of Claim to the Secretary of State's office on March 12, 1986.

I would appreciate it if you would provide me with a copy of the front page and signature page of each of the above-referenced contracts, together with a copy of the payment bond supplied on each project. I believe that the bonding company for Mocon Corporation on each project was United Pacific, but I do not have bond numbers.

Thank you in advance for your cooperation.

Respectfully yours,

David J. Buono

David J. Buono

DJB:fjb

cc: Pacific Rock Products, Inc.

jc

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9718(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM

Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30100

6. TO

5-1

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE May 5, 1986

8. FEDERAL ROUTE NUMBER FAU 9718

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

S. E. Sunnyside Road - S. E. 82nd Ave. Section

11. GENERAL DESCRIPTION OF WORK

Program Change

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Program Change See Below

13. REMARKS

As requested in Mr. Potter's letter of 4/25/86 we approve the revised Preliminary Engineering costs to a TEC of $52,500; Federal Funds $44,625.

(Increase TEC $11,500; Federal Funds $9,775)

RECEIVED
STATE HWY ENGR
MAY 13 '86
REFER TO Potter
FOR

Info	Invest	R/O	D/R	Sign	Act	File

Orig to
5/13

14. DATE 5/9/86

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,040

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: April 25, 1986

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Item No. 30100
S.E. Sunnyside Rd.-S.E. 82nd Ave.
Clackamas County

I request approval of a program change to adjust the estimated preliminary engineering costs to reflect more accurately the scope of work, based on the following justification.

The preliminary engineering costs for the subject project have exceeded the survey authorization.

This is the final request for this project. A significant increase occurs in Activity 903 (Final Design Bridge and Foundation) due to funding having been omitted on the original authorization for illumination design. Activities 905 (Final Design) and 911 (Sign and Signal Design) have been increased, and 901 (Project Engineering Other Offices) reduced due to State forces performing work previously to have been done by the County. Various other activities have been increased slightly to reflect actual cost.

The preliminary engineering costs are $52,500.

Attached is an itemization by P.E. activity.

Approval of this request will involve revisions in financing as indicated on the enclosed copies of a revised project agreement estimate and modification of project agreement (PR 2A).

RLC:bkb
Attachment
cc: E.L. Hardt, Metro
P. Singer
Wayne Schulte, Metro
Gary Zehner

Form 734-3122

uthorization #2

DATE: 4-23-86

SECTION: S.E. Sunnyside Rd. @ SE 82nd Ave
HIGHWAY: County Rd
COUNTY: Clackamas
PREFIX: C 203-1920
F.A. NO: IX - 9718 (7)

PRELIMINARY ENGINEERING

ACTIVITY	ORG. UNIT	*AUTHORIZATION APPROVED BY FHWA		REVISED AUTHORIZATION REQUESTED	
900 Project Engineering Field Offices		$ 1,000	00	$ 2,270	00
901 Project Engineering Other Offices	N/A	17,500	00	530	00
	N/A				
902 Citizen Involvement	N/A				
903 Final Design Bridge and Foundation	74	2,000	00	11,990	00
	7420				
904 Preliminary Design	7110				
905 Final Design	73	2,250	00	13,140	00
906 Redesign	73				
907 T.P.D.T. Design	73	750	00	4,380	00
908 Field Testing		800	00	0	00
909 R/W Descriptions	7111	4,500	00	1,000	00
910 R/W Maps	7111	1,500	00	1,450	00
911 Sign And Signal Design	76	4,000	00	10,790	00
	76				
		800	00	620	00
912 Railroad Maps	7362				
913 R/W Liaison		500	00	0	00
914 Utility Liaison	7783	200	00	140	00
		100	00	100	00
915 Landscape Design	7114			2,120	00
916 Photogrammetry Services	7142				
917 Inventory Needs					
920 Project Programming	06	300	00	120	00
921 Specifications And Estimates	7200	3,000	00	2,310	00
923 Environmental Studies	75	200	00	290	00
	75				
		200	00	0	00
925 Air Monitoring	7510				
927 Free Bridge Design	74				
	74				
929 Free Bridge Specifications	7200				
933 Base Design	7141	500	00	590	00
934 Geotechnical Investigation	7120	500	00	0	00
937 Hydraulic Studies	7143			180	00
949 System Studies	N/A				
960 Process Project Prospectus	7144				
961 Prepare Hearing Study Data	7113				
962 Reconnaissance Surveys	71				
963 Review Field Surveys	7113			10	00
964 Prepare Permits	7000	100	00	90	00
980 Conduct Public Hearing	N/A				
020 Training	N/A			320	00
050 Audit Services	0500	300	00	60	00
		$ 41,000	00	$ 52,500	00

+ 11,500

* Amounts shown converted from function amounts that were previously given for this project.

jc 10.04

N

U. S. DEPARTMENT OF TRANSPORT ION
FEDERAL HIGHWAY ADMINIST ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9718(7)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.

5. ITEM NO. 30100

6. TO

12-11-85

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

7. DATE AUTHORIZATION EFFECTIVE August 23, 1985

8. FEDERAL ROUTE NUMBER FAU 9718

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
S. E. Sunnyside Rd. at S. E. 82nd Ave.

11. GENERAL DESCRIPTION OF WORK
Utility Adjustment

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)* Utility Adjustment

13. REMARKS

As requested by Mr. Potter's letter dated 11-27-85 this will confirm the advance approval date of 8-23-85 contingent upon modification of Project Agreement if additional funds are required to proceed with the actual adjustments to Clackamas County Service District's Sanitary sewer manhole on an actual cost basis estimated to be $918 - Federal Funds $781.

The Agreement with the County of Clackamas is approved.

Approval and participation for the eligible portion of the work authorized above is subject to the provisions of the Federal-aid Highway Program Manual.

RECEIVED
STAT HWY ENGR
DEC 13 '85
REFER TO
Potter
FOR

Orig. to
12/13

14. DATE 12/11/85

15. SIGNATURE OF APPROVING OFFICIAL Christianson

16. TITLE For Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

CEIVED
HWY ENGR
DEC 3 '85
REFER TO
File No
FOR

November 27, 1985

TO: D. E. Wilken, Division Administrator
Federal Highway Administration

FROM: Gary A. Potter ORIGINAL SIGNED BY GARY A. POTTER
Manager, Program Section

SUBJECT: Sanitary Sewer Manhole Reconstruction
Clackamas County Service District
S.E. Sunnyside Rd. @ S.E. 82nd Avenue
FAU 9718 (Sunnyside Road)
Clackamas County
Project No. IX-9718(7)

NOTED
E. S. HUNTER

Here is a copy of an estimate of cost to reconstruct Clackamas County Service District's Sanitary sewer manhole located eight feet north of Station "SS"106+15, dated August 23, 1985. The work was accomplished on August 23, 1985. Due to a misunderstanding, prior approval for the work was not obtained. There was confusion as to the District's right to reimbursement (see enclosed correspondence).

A certification prepared by Richard L. Fleming as to the District's rights in the land occupied by their facilities is in our files.

A copy of the relocation letter to the District dated July 30, 1984 was previously supplied to your office.

An appropriate permit for the utility's proposed relocation will be issued, as required.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 10h(2) of FHPM 6-6-3-1, as the relocation involves a segment of distribution facilities.

Form 734-3122

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work as of August 23, 1985 under the provisions of FHPM 6-6-3-1 is requested. Estimated cost to the State is $918.

JMC:jr
Enc.

cc: ✓E. S. Hunter
J. M. Cartwright
R. L. Fleming

10,040

N

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Gary Kennen
Project Manager

DATE: October 15, 1985

FROM: Richard A. Kuehn
Final Design Engineer

SUBJECT: Permanent Signing Shop Drawings
Sunnyside Rd @ S.E. 82nd Ave.
Sunnyside Road
Clackamas County
Contract No. 10040

Attached are three sets of shop drawings for signs 2, 4, 5, 9, 11, 13, 17, 19, 20, 23 and 24 to be installed on the subject project. The drawings are approved as noted.

Please retain one set for your use in field inspection, forward one set to Don Wackerbarth's office for shop inspection, and forward one set to GAYNETCO, Inc. for sign fabrication.

RAK:MWS:bn

Attachments

cc: C. O. Fredrickson
✓ Ed Hardt

81-125-1307

10-3-[illegible]   N

October 7, 1985

Mr. David Abraham
Utilities Director
Clackamas County Service
 District
902 Abernethy Road
Oregon City, OR 97045

Sanitary Sewer Manhole Conflicts
S.E. Sunnyside Road at S.E. 82nd
 Avenue
FAU 9718 (Sunnyside Rd.)
Clackamas County
Project No. IX-9718(7)

Dear Mr. Abraham:

Reference is made to my letter of July 30, 1984 regarding sanitary sewer manholes in conflict with the subject project.

Paragraph 2 of my letter indicated that the cost of adjusting the conflicting manholes would be reimbursable. That statement was in error. Richard L. Fleming, Metropolitan Utility Specialist, Oregon State Highway Division, has been advised by Bernie Straight of Clackamas County that the cost of relocating the District's facilities on county road projects is not reimbursable. The District, therefore, cannot be reimbursed for the adjustment of the sanitary sewer manholes.

Yours truly,

Jack M. Cartwright

Jack M. Cartwright
Utility Relocation Coordinator

JMC:jr

bc: D. E. Wilken
 E. S. Hunter ✓
 D. L. Trout
 E. L. Hardt
 Gary Kennen
 R. L. Fleming
 Pete Gonzalez

RECEIVED
STATE HWY ENGR
OCT 8 '85
REFER TO

FOR

Info	Inves	R/D	D/A	Sign	Act	File

10 0-

jc

U. S. DEPARTMENT OF TRANSPOR TION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9718(7)
2. STATE PROJECT NO. See Below
2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division

4. PROGRAM NO.
5. ITEM NO. 30100

6. TO

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

RECEIVED
STATE HWY ENGR
OCT 9 '85
REFER TO Potter
FC
Info | Inves | R/D | D/R

7. DATE AUTHORIZATION EFFECTIVE June 19, 1985
8. FEDERAL ROUTE NUMBER FAU 9718
9. STATE ROUTE NUMBER County

10. GENERAL LOCATION:
S. E. Sunnyside Rd. @ S. E. 82nd Ave.

11. GENERAL DESCRIPTION OF WORK
Supply & install 2 each passenger shelters

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☒ CONSTRUCTION PROCEED ON A XXXXXXXXXXXXXXX FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

Contingent upon modification of Project Agreement if additional funds are required, I approve the advance authorization date of 6-19-85 as requested in Mr. Fredrickson's letter of 9-26-85 as being cost effective for the use of State to proceed with the above work. State Force Order No. 1 is approved for a TEC of $8,410; Federal Funds $7,149.

14. DATE 10/2/85
15. SIGNATURE OF APPROVING OFFICIAL Christianson
16. TITLE For Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10, 6-10

N

STATE OF OREGON
HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO
DES 20

TO: MEMO TO THE FILE

DATE: September 24, 1985

M.L.L.

FROM: Michael Lucker
Landscape Designer

SUBJECT: S.E. Sunnyside Road at 82nd Avenue
FAU 9718 (Sunnyside Road)
Clackamas County
Irrigation Submittals

By phone conversation this morning and yesterday, I talked to Dan Zinzer of Clackamas County Parks and Ken Bartus of the company that is contracting to maintain the existing 82nd Avenue landscaping.

They both said they would prefer to see Toro 570 heads installed instead of the Rainbird and Nelson heads that were specified on the plans. Apparently, Toro heads were used on the original installation.

There is a slight price difference because the Rainbird heads were specified to have brass nozzles. Since Toro 570 series only come with plastic nozzles, they are slightly cheaper. Since there are fewer than 100 heads and the average price will be less than 93 cents each (full list price), the Project Manager and I have decided that this change does not merit attempting to extract a reduction in the bid item from the Contractor.

I will note the change on the irrigation submittals.

ML:ja

cc Gary Kennen
Wayne Cobine

10,040

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

September 20, 1985
IN REPLY REFER TO
HFO.6-OR

Mr. L. W. Rulien
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Rulien:

Oregon Project IX-9718(9)
S. E. Sunnyside Rd. @ 82nd Ave.
Contract 10040, OFW No. 1
Clackamas County

Having received no reply to our July 24, 1985, letter we assume you have elected to not claim Federal reiumbursement for costs covered by OFW No. 1. Please forward an informational copy, coded non-participating, for our files.

This type of purchase could be covered under approved procurement procedures for services and supplies as allowed by OMB circular 102. We would be pleased to work with your Program section on further development and refinement of those procedures.

Sincerely yours,

G. K. Hossner for
Dale E. Wilken
Division Administrator

cc:
OSHD (C. O. Fredrickson, Const)
OSHD (G. A. Potter, Program)

CE E CAE __ RECEIVED LS____ TC____
COE__ OM__ SA____ CC____
OE ____ SEP 26 1985 FE __ CP __
CA____ FQC____
CAM ____ CONSTRUCTION QCS____
EEO____ SECTION FILE ✓

Chuck - You were copied in the July 24th letter - WS

WES
TAA
cy a/A

RECEIVED
STATE HWY ENGR
SEP 23 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center - Suite 100
530 Center Street NE
Salem, Oregon 97301

July 24, 1985
IN REPLY REFER TO
HFO.6-OR

RECEIVED
STAT. HWY ENGR
JUL 26 '85
REFER TO
Fredrickson
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					✓	

WES
TAA

Mr. H. S. Coulter
State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project IX-9718(9)
S. E. Sunnyside Rd. @ 82nd Ave.
Contract 10040, OFW No. 1
Clackamas County

Bus shelters covered by this order were identified in the PS&E estimate as "Retained in Reserve" and noted on the plans to be installed by others. OFW No. 1 indicates work will be done by the supplier (Amaricore), under a pre-bid price agreement. The face of the order makes no reference to a price agreement/contract and indicates payment by force account for labor, equipment and materials.

In order to determine eligibility for Federal participation please furnish us a copy of the executed price agreement/contract containing appropriate contract provisions, specifications and drawings. Also, please provide support data showing evidence of competitive bids used to select this particular supplier.

Your request will be held without action pending your reply.

Sincerely yours,

G. K. Hassner
for Dale E. Wilken
Division Administrator

cc:
OSHD (C. O. Fredrickson, Const)

10,040

TO BE COMPLETED BY FHWA 6-178	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** 6-19-85	STATE Oregon COUNTY Clackamas PROJECT NO. IX-9718(9)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

County Road S.E. Sunnyside Road @ S.E. 82nd Avenue

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4/17/85	

OTHER *(Specify)*

FUNDS Pro-rata 85%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 669,404.00	$ 568,992.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)
By Donald L. Root
for Manager, Program Section
(Title)
XBy For: H. S. Coulter
State Highway Engineer
(Title)
By
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)
For: Dale E. Wilken

Date executed by Division Administrator JUN 19 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON JUNE 13, 1985

Federal Aid Project No. IX-9718(9)

S.E. Sunnyside Road @ S.E. 82nd Ave. Section
County Road
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code 1000
Roadway (Sta. 105+38.94 to Sta. 113+35)

Mobilization	Lump Sum	All	Lump Sum	$ 50,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,000.00
Temporary Signs	Sq. Ft.	384	10.00	3,840.00
Temporary Barricades	Each	9	100.00	900.00
Temporary Concrete Barrier, Reflectorized	Lin. Ft.	125	15.00	1,875.00
Temporary Plastic Safety Markers	Each	25	50.00	1,250.00
Temporary Reflective Pavement Markers	Each	50	4.00	200.00
Flaggers	Hour	1,000	8.00	8,000.00
Clearing and Grubbing	Lump Sum	All	Lump Sum	4,500.00
Removal of Structures and Obstructions	Lump Sum	All	Lump Sum	9,000.00
General Excavation	Cu. Yd.	6,500	6.00	39,000.00
Trench Excavation	Cu. Yd.	307	5.00	1,535.00
Finishing Roadbed and Slopes	Lump Sum	All	Lump Sum	12,000.00
Furnishing and Placing Topsoil	Cu. Yd.	200	18.00	3,600.00
Watering	M-Gal.	100	20.00	2,000.00
Structure Excavation	Cu. Yd.	76	7.00	532.00
Treated Base Mixture	Ton	7,000	9.50	66,500.00
Cement in Treated Base Mixture	Ton	385	62.00	23,870.00
Aggregate Base	Ton	100	7.50	750.00
Class "C" Asphalt Concrete	Ton	2,550	28.00	71,400.00
Concrete in Box Culvert Extension	Cu. Yd.	40	300.00	12,000.00
Reinforcement in Box Culvert Extension	Lbs.	4,400	0.60	2,640.00
Concrete in Retaining Walls	Cu. Yd.	37	230.00	8,510.00

Reinforcement in Retaining Walls	Lbs.	700	0.50	350.00
Pipe Handrail	Lin. Ft.	165	25.00	4,125.00
12-inch Culvert Pipe	Lin. Ft.	48	10.50	504.00
12-inch Storm Sewer Pipe	Lin. Ft.	982	11.50	11,293.00
15-inch Storm Sewer Pipe	Lin. Ft.	200	16.50	3,300.00
Extra for Pipe Under Pavement	Lin. Ft.	40	25.00	1,000.00
Concrete Manholes	Each	2	1,800.00	3,600.00
Concrete Inlets, Type CG-1	Each	12	400.00	4,800.00
Concrete Inlets, Type CG-2	Each	7	450.00	3,150.00
Type CL-6 Fence	Lin. Ft.	160	10.00	1,600.00
Concrete Walks	Sq. Yd.	1,960	12.00	23,520.00
Concrete Driveways	Sq. Yd.	250	16.00	4,000.00
Concrete Curbs	Lin. Ft.	4,425	4.00	17,700.00
Concrete Islands	Cu. Yd.	65	120.00	7,800.00
Extra for Asphalt Approaches	Each	5	210.00	1,050.00
Loose Riprap, Class 100	Cu. Yd.	120	25.00	3,000.00
Adjusting Manholes	Each	2	250.00	500.00
Shelter Foundations	Sq. Yd.	18	21.00	378.00
Removal of Existing Sign Installation	Lump Sum	All	Lump Sum	300.00
Wood Sign Posts	Lump Sum	All	Lump Sum	750.00
Sign Support Footings	Lump Sum	All	Lump Sum	13,725.00
Move and Modify Existing Sign Bridge	Lump Sum	All	Lump Sum	3,300.00
Signal Pole Mounts	Lump Sum	All	Lump Sum	1,600.00
Type "C", "D" and "R" Signs in Place	Sq. Ft.	55	12.00	660.00
Type "EE" Signs in Place	Sq. Ft.	19	12.50	237.50
Type "M" Signs in Place	Sq. Ft.	20	14.00	280.00
Type "U" Signs in Place	Sq. Ft.	261	16.50	4,306.50
Move and Modify Existing Signs	Lump Sum	All	Lump Sum	580.00
				$ 444,281.00

Anticipated Items

Permanent Pavement Striping	All Required	$ 3,300.00
Temporary Pavement Striping	All Required	500.00
Temporary Erosion Control	All Required	500.00
	Subtotal	$ 4,300.00
	Engineering	448,581.00
	Total	$ 509,139.00

Eng 60,558.00

Type Code Y003
Landscaping

Furnishing and Planting Trees	Each	14	180.00	$ 2,520.00

Furnishing and Planting Shrubs	Each	262	15.25	3,995.50
Furnishing and Planting Groundcover	Each	1,014	1.50	1,521.00
Soil Conditioner	Cu. Yd.	35	18.75	656.25
Bark Mulch	Unit	5	148.00	740.00
Sod Lawn	Sq. Yd.	261	4.40	1,148.40
Irrigation System	Lump Sum	All	Lump Sum	6,000.00
Concrete Pavers with Redwood Header Board	Sq. Ft.	1,330	3.10	4,123.00
			Subtotal	$ 20,704.15
			Engineering	2,794.85
			Total	$ 23,499.00

Type Code Y030
Illumination

Pole Foundations	Lump Sum	All	Lump Sum	$ 4,000.00
Roadway Lighting Poles and Arms	Lump Sum	All	Lump Sum	6,000.00
Luminaires, Lamps and Ballasts	Lump Sum	All	Lump Sum	3,000.00
Switching, Conduit, Wiring, Etc.	Lump Sum	All	Lump Sum	5,000.00
			Subtotal	$ 18,000.00
			Engineering	2,430.00
			Total	$ 20,430.00

Type Code Y031
Traffic Signal (1-location)

Traffic Signal Installation, Complete	Lump Sum	All	Lump Sum	$ 75,000.00
Fire Pre-emption System, Complete	Lump Sum	All	Lump Sum	6,000.00
				$ 81,000.00

Anticipated Items

State Furnished Traffic Signal Controller and Program	All Required	$ 10,500.00
Signal Controller Testing	All Required	2,025.00
	Subtotal	$ 93,525.00
	Engineering	12,625.00
	Total	$ 106,150.00

Length of Project ------------- 0.15 mi.
Cost of Roadway Per Mile ------ $3,394,260.00

Retain in Reserve

Furnish & Install Bus Shelters	All Required	$ 8,500.00
Reset 2" Water Meter	All Required	300.00
Water During Establishment Period	All Required	175.00
	Subtotal	$ 8,975.00
	Engineering	1,211.00
	Total	$ 10,186.00

SUMMARY OF FUNDS (85%)

Description	Total Cost	Federal Funds	County Funds
Roadway	$509,139.00	$432,768.00	$ 76,371.00
Landscape	23,499.00	19,974.00	3,525.00
Illumination	20,430.00	17,365.00	3,065.00
Signals	106,150.00	90,227.00	15,923.00
Subtotal	$659,218.00	$560,334.00	$ 98,884.00
Reserve	10,186.00	8,658.00	1,528.00
Total	$669,404.00	$568,992.00	$100,412.00

Group 1: 100%
Contract No. 10,040
Prefix: 203-1920 PE
203-2542 RW
203-1081 Construction
Appn Code: 177

Nonparticipating Structure

Mailbox Supports and Collar	All Required	$ 500.00

DDB:me

June 19, 1985

Mocon Corporation
P. O. Box 3258
Salem, OR 97302

CON 5
#10,040

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,040 for work on the S. E. Sunnyside Road at S. E. 82nd Avenue Section of FAU 9718 in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: United Pacific Insurance Company
825 N. E. Multnomah, Suite 300
P. O. Box 5669
Portland, OR 97228

United Pacific Insurance Company
Bond Department
33405 Eighth Ave. South C-3000
Federal Way, WA 98003

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
E. L. Hardt
Gary Kennen
Merle Anderson
L. E. George

MOCON CORPORATION

May 14, 1985

Mr. Robert Gromsen
Department of Transportation
Transportation Building
Salem, Oregon 97301

Project: S.E. Sunnyside Road at S.E. 82nd Avenue

Re: DBE Participation

Dear Mr. Gormsen:

The goals for this project are $55,319 (10%) for MBE and $11,064 (2%) for WBE. We intend to exceed these goals by utilizing the following subcontractors.

S & L Landscaping (WBE) $14,602.70
P.O. Box 23702
Tigard, Oregon 97223
639-1395

14.	Topsoil, 200 c.y. at $7.00 per c.y.	$ 1,400.00
58.	Trees, 14 ea at $165.00 ea	2,310.00
59.	Shrubs, 262 ea at $7.00 ea	1,834.00
60.	Groundcover, 1,014 ea at $1.05 ea	1,064.70
61.	Soil Conditioner, 35 cy at $10.00 per cy	350.00
62.	Bark Mulch, 5 units at $120.00 per unit	600.00
63.	Sod Lawn, 261 sy at $4.00 per sy	1,044.00
64.	Irrigation System, Lump sum	6,000.00

Young Mountain Contractors, Inc. (MBE)...... $68,182.00
2700 19th St., S.E.
Salem, Oregon 97302
581-7101

11.	General Excavation, 6,500 cy at $6.00	$39,000.00
12.	Trench Excavation, 307 cy at $5.00	1,535.00
26.	12" Culvert, 48 lf at $10.50	504.00
27.	12" Storm, 982 lf at $11.50	11,293.00
28.	15" Storm, 200 lf at $16.50	3,300.00
29.	Extra for Pavement, 40 lf at $25.00	1,000.00
30.	Concrete Manholes, 2 ea at $1,800.00	3,600.00
31.	CG-1 Inlets, 12 ea at $400.00	4,800.00
32.	CG-2 Inlets, 7 ea at $450.00	3,150.00

Gaynetco (WBE) $25,710.00
10416 N.E. Marx
Portland, Oregon 97220
256-9711

42.	Remove Existing Signs, Lump Sum	300.00
43.	Wood Sign Posts, Lump Sum	750.00
44.	Sign Support Footings, Lump Sum	13,725.00
45.	Move and Modify Sign Bridge, Lump Sum	3,300.00
46.	Signal Pole Mounts, Lump Sum	1,600.00
47.	Type C, D, and R Signs, 55 sf at $12.00	660.00
49.	Type M Signs, 20 sf at $14.00	280.00
48.	Type EE Signs, 19 sf at $12.50	238.00
50.	Type U Signs, 261 sf at $16.50	4,307.00
51.	Move and Modify Signs, Lump Sum	550.00

Please call if there are any questions regarding the use of these subcontractors for meeting our goals for this project. Thank you.

Sincerely,

MOCON CORPORATION

Wade H. Wakayama

Wade H. Wakayama

RECEIVED
MAY 14 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc John Widmer

10,040

CLACKAMAS COUNTY

Department of Transportation & Development

Formerly Department of Environmental Services

Winston Kurth
Executive Director

Ardis Stevenson
Director
Communications & Policy

In Memoriam - John C. McIntyre
(1935-1984)

Richard Dopp
Director
Operations & Administration

Tom VanderZanden
Director
Planning & Development

June ~~6~~, 1985
10

Gary A. Potter
Manager
Program Section
Oregon Dept. of Transportation
Highway Division
Transportation Building
Salem, Oregon 97310

RE: Sunnyside Realignment at 82nd Avenue - Transmittal of County Share of Construction Cost

Dear Gary,

Attached herewith is a copy of a limited power of attorney granted by the Clackamas County Development Agency for $145,000. Please be advised that this sum of money has been transmitted to the State of Oregon Investment Pool #4166 and represents Clackamas County's 15% share of the Sunnyside Realignment project at 82nd Avenue (contract #7867).

Please be advised that the County Development Agency has spent, along with the State, a substantial sum of money for right-of-way acquisition that should be taken into consideration in the amount of money calculated to be the County's 15% share. I am having Gala Pock, my accountant, get these figures together so that I may share them with you for further discussion.

If you have any questions with regard to this project, or the attached, please do not hesitate to call me immediately.

Sincerely,

6-10-85
Talked to Wayne S. & to David S. - he will discuss w/ Gala Pock & call me back in one week or so. E

DAVID SEIGNEUR, Urban Development Admin.
Planning & Economic Development Division

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ✓ PROGRAM UNIT ____
JUN 10 1985
REFER TO Trout - pls. advise
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

DS:elk
cc: Curt Duvall
Bernie Straight
Gala Pock
4/2

cc: Accounting Section
6-10 copy to Trout w/notes

NOTE! 6-10-85
Don T. - county deposit is based on State RW acquisition - not Clack. Co. - they would have to be credited if we asked for deposit on their acquisition share. G

85-543

IRREVOCABLE
LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Clackamas County Development Agency *Local Government Unit* hereby appoints the Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division, and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller; for the State of Oregon, for the purpose of depositing the proceeds of such warrants to the account of the Oregon State Department of Transportation, Highway Division, with the State Treasurer.

The Clackamas County Development Agency *Local Government Unit* has deposited with the State of Oregon Investment Pool the sum of $ 145,000 in Account No. 4166. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with realignment of Sunnyside Road at 82nd Avenue (contract no. 7867). *Project Name*

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Clackamas County Development Agency *Local Government Unit* this 30th day of May, 1985 by a vote of the majority of a quorum of its governing body.

BOARD OF COUNTY COMMISSIONERS

Dale Harlan
Chairman, Dale Harlan

Commissioner Robert Schumacher

Commissioner Ed Lindquist

Form No. 734-1812 (REV 10-83)

10,040

May 20, 1985

PRG

Winston W. Kurth
Environmental Services Director
Public Works Department
902 Abernathy Road
Oregon City, OR 97045

Dear Winston:

On May 9, 1985 the Highway Division received a satisfactory bid from MOCON Corporation, P.O. Box 3258, Salem, OR 97302 for the S.E. Sunnyside Road at S.E. 82nd Avenue Section.

The Preliminary Engineering and Construction-Finance Agreement No. 7867 requires the County to make an advance deposit at this time. The County share is computed as follows:

Contractor's Bid		$563,985.15
Additional Anticipated Items:		
Permanent Pavement Striping	$ 3,300	
Temporary Pavement Striping	500	
Temporary Erosion Control	500	
Signal Controller Testing	2,025	
Controller & Program	10,500	
Reset 2" Water	300	
Water During Establishment Period	175	
Mailbox Supports & Collar	500	
Furnish & Install Bus Shelters	8,500	26,300.00
SUBTOTAL		$590,285.15
Contingencies (4 1/2%)		26,562.83
Engineering (9%)		53,125.66
TOTAL CONSTRUCTION COST		$669,973.64
Increase in P.E. by State		28,000.00
→ R/W Acquisition by State		270,000.00
TOTAL FOR COMPUTING COUNTY SHARE		$967,973.64

County Share: 15% of $967,973.64 = $145,196.04
ROUNDED $145,000.00

[illegible]
49550
[illegible]

We will award the contract when we receive your advance deposit in the amount of $145,000, which should arrive no later than May 31, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

GEZ:pf
Attachment

bcc w/AD #85-46: Wayne Schulte, Metro Region
V. E. Skoog-Please return completed AD #85-46 when advance deposit is received.

10,040

Con 21-5
[illegible]

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO
DES 16

TO: Gary Kennen
Project Manager

DATE: May 20, 1985

FROM: Fred Eriksen for
Richard A. Kuehn
Final Design Engineer

SUBJECT: S. E. Sunnyside Road at S. E. 82nd Avenue Section
S. E. Sunnyside Road
Clackamas County

The handrail specified in the contract plans should be deleted and the handrail detailed on the attached drawing substituted.

We are in the process of revising the handrail on the stairway, drawing No. 2050, to correct some problems we have with that design.

Please note the revision on the "As Constructed" Plans prepared by your office.

FE:bn

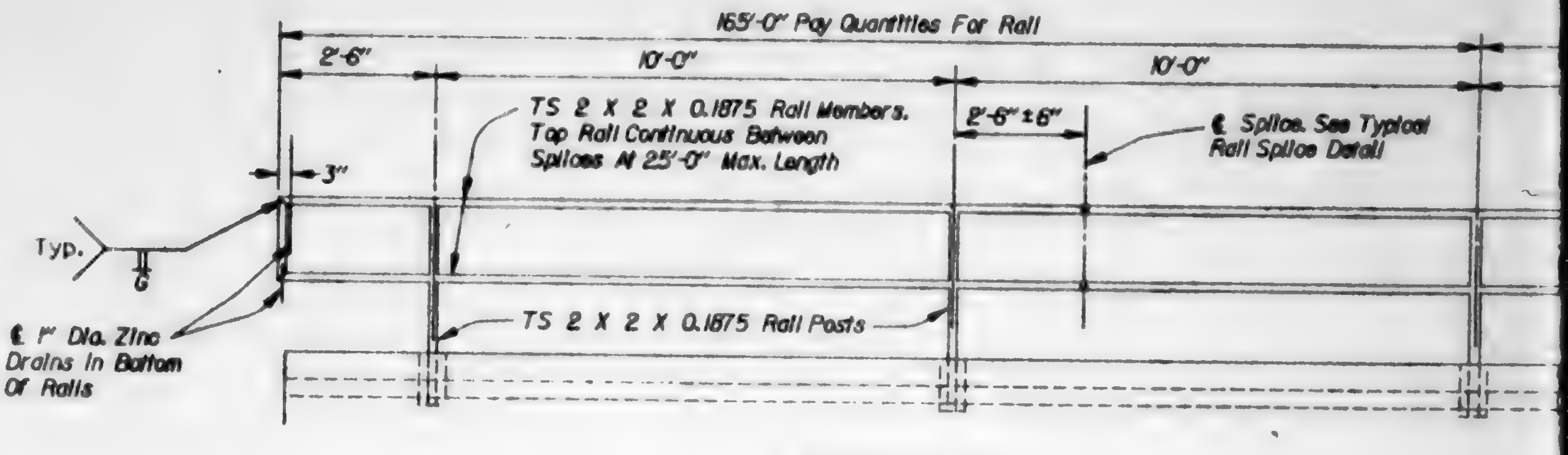
Attachments (3)

cc: Ed Hardt w/atch (1)
C. O. Fredrickson w/atch (1)
Fred Eriksen

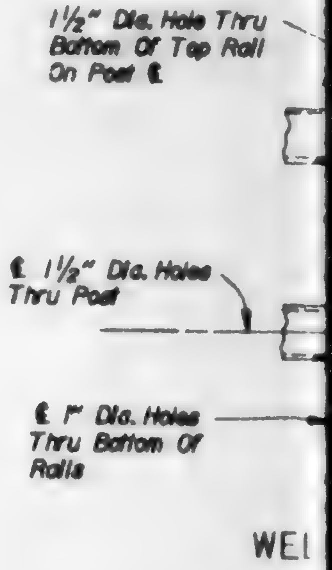
RECEIVED
MAY 20 1985
ROAD DESIGN SECTION

RDE
FDE
LE
SE
FPC
PDE
LFE
OTE

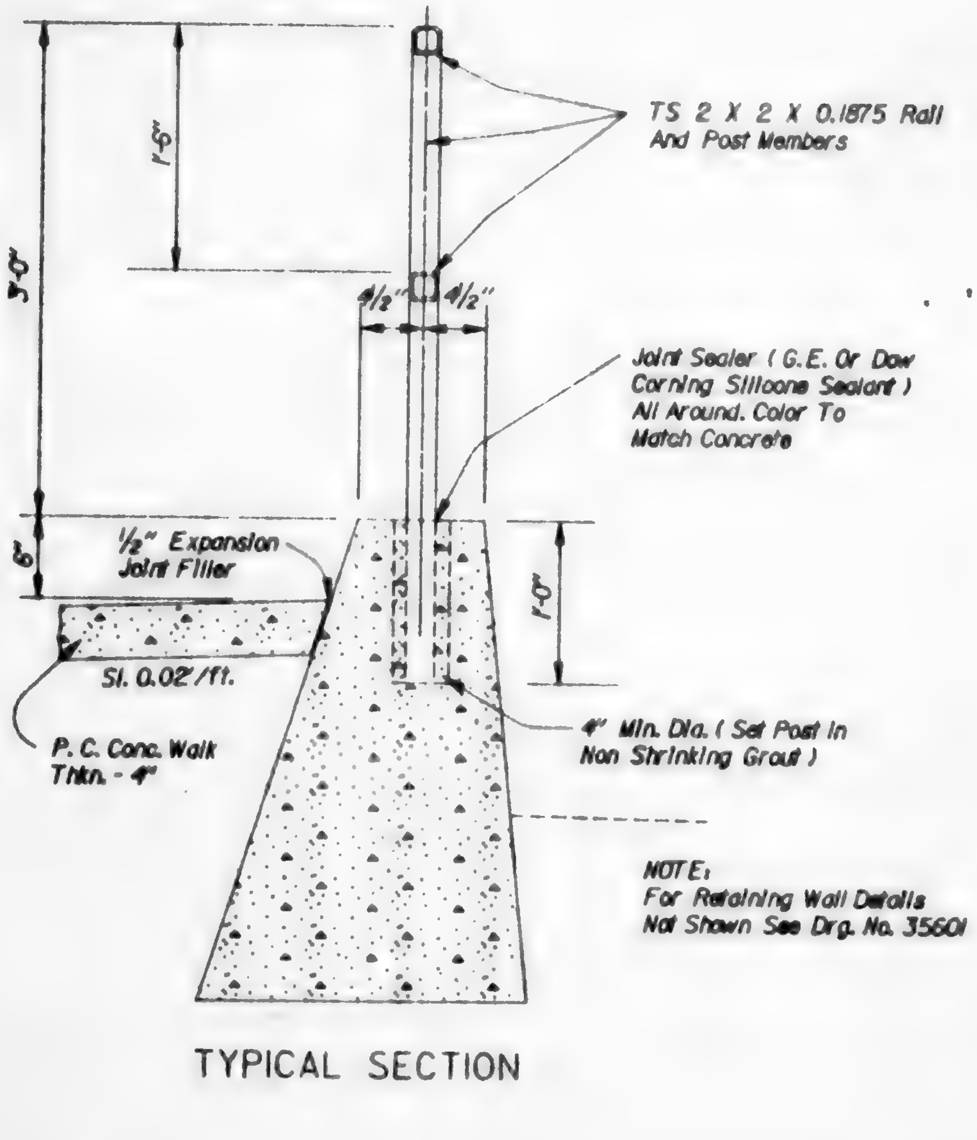
BPC
FHS
CA
Copy All
Return To
B/U / /


165'-0" Pay Quantities For Rail
2'-6"
10'-0"
10'-0"
2'-6" ± 6"
3"
TS 2 X 2 X 0.1875 Rail Members. Top Rail Continuous Between Splices At 25'-0" Max. Length
℄ Splice. See Typical Rail Splice Detail
Typ.
G
℄ 1" Dia. Zinc Drains In Bottom Of Rails
TS 2 X 2 X 0.1875 Rail Posts

ELEVATION


1½" Dia. Hole Thru Bottom Of Top Rail On Post ℄
℄ 1½" Dia. Holes Thru Post
℄ 1" Dia. Holes Thru Bottom Of Rails

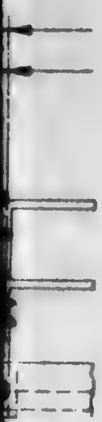
WEL

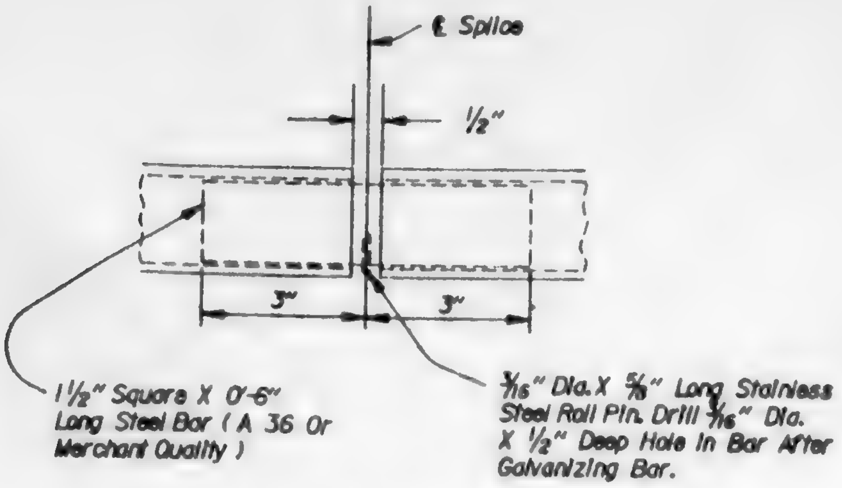

1'-6"
3'-0"
6"
4½"
4½"
1'-0"
TS 2 X 2 X 0.1875 Rail And Post Members
Joint Sealer (G.E. Or Dow Corning Silicone Sealant) All Around. Color To Match Concrete
½" Expansion Joint Filler
Sl. 0.02'/ft.
P. C. Conc. Walk Thkn. - 4"
4" Min. Dia. (Set Post In Non Shrinking Grout)

NOTE:
For Retaining Wall Details Not Shown See Drg. No. 35601

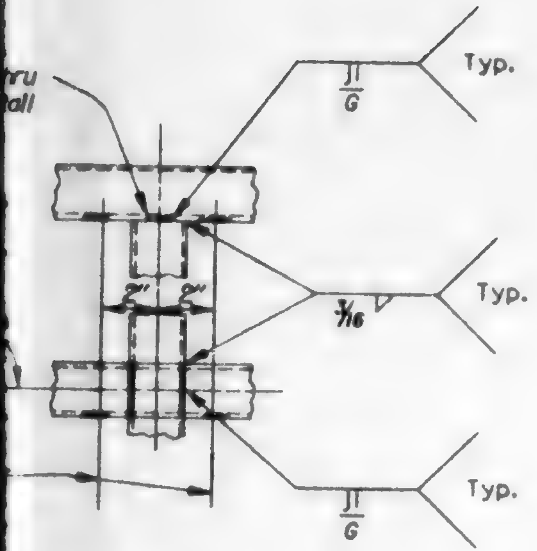
TYPICAL SECTION

				SHEET No.
FED. ROAD DIV. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index




℄ Splice
1/2"
3"
3"
1 1/2" Square X 0'-6" Long Steel Bar (A 36 Or Merchant Quality)
3/16" Dia. X 5/8" Long Stainless Steel Rail Pin. Drill 3/16" Dia. X 1/2" Deep Hole In Bar After Galvanizing Bar.

TYPICAL RAIL SPLICE


ru
all
II/G
Typ.
2"
2"
3/16
Typ.
II/G
Typ.

WELD DETAILS

PEDESTRIAN RAIL NOTES:

Posts And Rails Shall Be Structural Steel Tubing Conforming To ASTM Specification A500, Grade B.

Railing Shall Conform To The Vertical Alignment Of The Structure. Posts Shall Be Normal To Grade. The Top Rail Shall Be Continuous Over A Minimum Of Two Posts. Rails Shall Have A Rail Splice In The Post Space Occurring At The Wall Expansion Joints.

Railing And Splice Bars Shall Be Hot Dip Galvanized After Fabrication.

10,040

[illegible]
Clackamas

STATE OF OREGON
ROAD DESIGN SECTION

INTEROFFICE MEMO

TO: Gary Kennen
Project Manager

DATE: April 23, 1985

FROM: Fred Eriksen
Fred Eriksen
Design Supervisor

SUBJECT: S.E. Sunnyside Rd. at S.E. 82nd Ave.
Sunnyside Road
Clackamas County

There is some concern in our office on lane delineation on Sunnyside Road thru the 82nd Avenue intersection. We think westbound traffic on Sunnyside Road going thru the intersection may have difficulty getting in the proper lane west of the intersection. Some type of traffic marker or lane designation may be required to eliminate confusion.

We felt, by telling you of our concern, consideration could be given to the lane delineation when you get to that phase of the construction.

FE:as

cc: Karl Keller

10,040

Con 21-8
Clackamas Co.

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9718(9)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 30100

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 23 '85
REFER TO Potter
FOR

Orig w/ att to
4/25

7. DATE AUTHORIZATION EFFECTIVE 4-17-85

8. FEDERAL ROUTE NUMBER FAU 9718

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
SE. SUNNYSIDE ROAD AT SE. 82nd AVENUE

11. GENERAL DESCRIPTION OF WORK
Grade, Drain, Pave, Traffic Signal, Sign, and Illumination

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☒ OTHER *(Specify)*
Anticipated items as shown in your "PS&E" Estimate dated 4-15-85.

13. REMARKS

After concurrence in award you are authorized to proceed with those items shown in your Estimate as being cost effective.

Mr. Potter's April 15, 1985 request and certifying statements are accepted.

PS&E documents for the subject project have been reviewed and are approved at a total estimated cost of $688,466; Federal Funds $568,193.

A signed copy of the Title Sheet is returned herewith.

The above authorization is on the condition that horizontal curve No Passing zone striping, to comply with the MUTCD, will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. H[illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

10,040

4-11-85

OREGON STATE HIGHWAY DIVISION
120 DOT Building
Salem, Oregon 97310

Highway # 703
Clackamas Co.

Attention: Right-of-way Section

Subject: Federal Aid Project No. IX-9718(7) Prefix 203-1920

Project Name S.E. Sunnyside Rd.@ S.E. 82nd Ave.

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☐ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☒ 1. This project required additional right-of-way purchased after Jaunuary 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidential charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☒ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

PROGRAM SECTION
MANAGER ___ RESOURCE UNIT ___
FA UNIT ___ PROGRAM UNIT ___
APR 24 1985
REFER TO ___
R/D ___ ACT ___ REPLY ___
DISC ___ INFO ___ FILE ___

C. Utilities

☐ 1. The occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at OREGON CITY, Oregon, this 11th day of April, 1985

County of CLACKAMAS
BOARD OF COUNTY COMMISSIONERS
Dale Harlan
~~County Judge~~ Chairman
Ed Lindquist
Commissioner

Commissioner

Certified By:
Kenneth Roife
Regional Right-of-Way Supervisor
Date 4-18-85

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/81

G

10,040

Con 21 +8
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to File No.:
PRO 6-2

Date: April 10, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

From: Gary A. Potter, Manager
Program Section

Subject: Program Change
Project No. IX-9718(9)
S.E. Sunnyside Rd. @ S.E. 82nd Ave. Section
Clackamas County

I request your approval of a program change on the subject project to utilize Appn Code 177 funds for the construction phase which will require the following revision in project data:

1) Appn Code --- Change from 580 to 177.

It is our present intention to receive bids for this project on May 9, 1985.

CPL:Bkb

Gen file

Form 734-3122

10,040

4-5-85

Section S.E. Sunnyside Rd. At S.E. 82ND AVE. Programming Estimate $ 400,000
Highway FAU 9718 (Sunnyside Road) Project Length 0.26 Miles
County Clackamas County Completion Time ~~230~~ 180 Calendar Days
Kind of Work Grading, Paving, Signing, Illumination, Signals & Landscaping Est. Comp. Date ~~July 23, 1985~~ Dec. 29, 1985
Prefix 203-1920 Letting Date May 9, 1985 Project No. IX-9718 (9)

Rev. 4-3-85

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 571,658.15

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping	3300.00
Temporary Pavement Striping	500.00
Remove Pavement Striping (Exist. & Temp.)	
Temporary Erosion Control	500.00
State Furnished	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x ____ hrs.)	
State Responsibility for Damages	
Signal Controller Testing	2025.00
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Controller & Program	10,500.00
Reset 2" water meter	300.00
Water During Establisment Period	175.00
Adjust Utilities:	

$ 17,300.00

Changed by phone 4/3/85 JB

Subtotal $ 588,958.15

Contingencies (4-1/2%) . . . . $ 26,503.12

Engineering (8, [✓ 9,] 10%) . . . . $ 53,006.23

Subtotal $

Credit for ____________ . . . .

Estimated Net Authorization, Construction . . . . $ 668,467.50

Cc: Wayne Schultz

APPROVED

4/3/85 1:47 JB

Rec'd. 4-5-85 E

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION S.E. Sunnyside Rd. At S.E. 82nd Ave.
COUNTY Clackamas
SHEET 1 **OF** 4
KIND OF WORK Grading, Paving, Signing, Illumination, Signals & Landscaping
KEY NUMBER
LENGTH 0.26 Miles
DATE
NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	—	$30,000^{00}$
	Temporary Protection and Direction of Traffic		Lump Sum	All	—	$11,600^{00}$
	Temporary Signs		Sq. Ft.	384	6^{00}	2304^{00}
	Temporary Barricades		Each	9	70^{00}	630^{00}
	Temporary Concrete Barrier, Reflectorized		Lin. Ft.	125	16^{00}	2000^{00}
	Temporary Plastic Safety Markers		Each	25	50^{00}	1250^{00}
	Temporary Reflective Pavement Markers		Each	50	3^{50}	175^{00}
	Flaggers		Hour	1000	17^{00}	$17,000^{00}$
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	—	3000^{00}
	Removal of Structures and Obstructions		Lump Sum	All	—	5000^{00}
	General Excavation		Cu. Yd.	6500	5^{50}	$35,750^{00}$
	Trench Excavation		Cu. Yd.	307	10^{00}	3070^{00}
	Finishing Roadbed and Slopes		Lump Sum	All	—	3000^{00}
	Furnishing and Placing Topsoil		Cu. Yd.	200	15^{00}	3000^{00}
	Watering		M-Gal.	100	10^{00}	1000^{00}
	Structure Excavation		Cu. Yd.	76	10^{00}	760^{00}
	Treated Base Mixture		Ton	7000	9^{50}	$66,500^{00}$
	Cement in Treated Base Mixture		Ton	385	70^{00}	$26,950^{00}$
	Aggregate Base		Ton	100	10^{00}	1000^{00}

Rev. 4-3-85

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION S.E. Sunnyside Rd. At S.E. 82nd Ave.		**COUNTY** Clackamas	**SHEET** 2 **OF** 4
KIND OF WORK Grading, Paving, Signing, Illumination, Signals & Landscaping	**KEY NUMBER**	**LENGTH** 0.26 Miles	**DATE**	**NAME** Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Class "C" Asphalt Concrete		Ton	2550	25^{00}	$63,750^{00}$
	Concrete in Box Culvert Extension		Cu. Yd.	140	300^{00}	$12,000^{00}$
	Reinforcement in Box Culvert Extension		Lbs.	4400	0^{42}	1848^{00}
	Concrete in Retaining Walls		Cu. Yd.	37	300^{00}	$11,100^{00}$
	Reinforcement in Retaing walls		Lbs.	700	0^{50}	350^{00}
	Pipe Handrail 12-inch Culvert Pipe		Lin. Ft. Lin. Ft.	165 48	35^{00} 20^{00}	5775^{00} 960^{00}
	12-inch Storm Sewer Pipe	x	Lin. Ft.	982	16^{00}	$15,712^{00}$
	15-inch Storm Sewer Pipe		Lin. Ft.	200	18^{00}	3600^{00}
x	Extra For Pipe Under Pavement		Lin. Ft.	40	15^{00}	600^{00}
	Concrete Manholes		Each	2	1000^{00}	2000^{00}
	Concrete Inlets, Type CG-1		Each	12	350^{00}	4200^{00}
	Concrete Inlets, Type CG-2		Each	7	400^{00}	2800^{00}
	Type CL-6 Fence		Lin. Ft.	160	8^{00}	1280^{00}
	Concrete Walks		Sq. Yd.	1960	10^{00}	$19,600^{00}$
	Concrete Driveways		Sq. Yd.	250	16^{00}	4000^{00}
	Concrete Curbs		Lin. Ft.	4425	3^{00}	$13,275^{00}$
	Concrete Islands		Cu. Yd.	65	100^{00}	$6,500^{00}$
x	Extra for Asphalt Approaches		Each	5	175^{00}	875^{00}
	Loose Riprap, Class 100		Cu. Yd.	120	20^{00}	2400^{00}
	Adjusting Manholes	x	Each	2	200^{00}	400^{00}
	Shelter Foundations		Sq. Yd.	18	25^{00}	450^{00}

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION S.E. Sunnyside Rd. At S.E. 82nd Ave.	COUNTY Clackamas	SHEET 3	OF 4
KIND OF WORK Grading, Paving, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.26 Miles	DATE
			NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	SIGNING					
	Removal of Existing Sign Installations		Lump Sum	All	—	1200.00
	Wood Sign Posts		Lump Sum	All	—	2380.00
	Sign Support Footings		Lump Sum	All	—	13,500.00
	Move and Modify Existing Sign Bridge		Lump Sum	All	—	2000.00
	Signal Pole Mounts		Lump Sum	All	—	1406.00
	Type "C", "D" and "R" Signs in Place		Sq. Ft.	55	12.00	660.00
	Type "EE" Signs in Place		Sq. Ft.	19	14.00	266.00
	Type "M" Signs in Place		Sq. Ft.	20	14.00	280.00
	Type "U" Signs in Place		Sq. Ft.	261	17.00	4437.00
	Move and Modify Existing Signs		Lump Sum	All	—	1500.00
	Illumination					
	Pole Foundations		Lump Sum	All	—	2850.00
	Roadway Lighting Poles and Arms		Lump Sum	All	—	4300.00
	Luminaires, Lamps and Ballasts		Lump Sum	All	—	4500.00
	Switching, Conduit, Wiring, Etc.		Lump Sum	All	—	2700.00
	Traffic Signal					
	Traffic Signal Installation, Complete		Lump Sum	All	—	117,707.00
	Fire Pre-emption System, Complete		Lump Sum	All	—	5775.00

734-1736 (REV. 2-84)

Rev. 4-3-85

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION S.E. Sunnyside Rd. At S.E. 82nd Ave.		COUNTY Clackmas	SHEET 4 OF 4
KIND OF WORK Grading, Paving, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.26 Miles	DATE	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	LANDSCAPING					
	Furnishing and Planting Trees		Each	14	150^{00}	2100^{00}
	Furnishing and Planting Shrubs		Each	262	7^{50}	1965^{00}
	Furnishing and Planting Groundcover		Each	1014	1^{50}	1521^{00}
	Soil Conditioner		Cu. Yd.	35	14^{00}	490^{00}
	Bark Mulch		Unit	5	145^{00}	725^{00}
	Sod Lawn		Sq. Yd.	261	3^{15}	822^{15}
	Irrigation System		Lump Sum	All	—	7120^{00}
	Concrete Pavers with Redwood Header Boards		Sq. Ft.	1330	3^{00}	3990^{00}
						$\$571{,}658^{15}$

734-1736 (REV. 2-84)

Versteeg
Anderson
T. Kuehn
Copy Liecnab
Edwards
Terpin
Copy Trout
Wakeelig

RECEIVED
DEC 10 1984
ROAD DESIGN SECTION
Do Not File
Return to
Bring Up
Action

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS STATE OF OREGON

In memoriam (1935-1984)
John C. McIntyre

WINSTON W. KURTH Director
ARDIS M. STEVENSON Assistant Director

December 4, 1984

Kenneth L. Batchelder
c/o Oregon State Highway Division
5821 N.E. Glisan
Portland, OR 97213

SUBJ: Building Permit Application #C-6281-84 for grading on Tax Lot 300UR, Sec. 5A, T2S, R2E (Your project #IX-9718(9))

As per information you recently provided, I have reviewed your plans and have found them to be consistent with Chapter 70 of the Uniform Building Code. Permit for placement of the fill can be issued, subject to the following conditions:

1. All fills shall be placed, compacted and graded, under the supervision of the project engineer. The project engineer shall be required to submit a report concerning the nature of the work when this project is complete.

2. An inspection will be required after all vegetation has been removed from the work site but before any fill material has been brought in.

3. A final inspection by this office will be required when all work is complete.

Given the most recent information that you have presented, it is apparent that the proposed work site is out of the flood plain. Therefore, no flood hazard development permit is required as a part of the approval process for your application. It should be kept in mind that this permit is valid only for the placement of the approximate 5800 cubic yards of fill material requested. Additional fill can be placed on the site only with additional permits and review processes.

The total fee due for this permit is $112.32. This fee is payable when you pick up your permit. If you have any questions concerning this matter, please feel free to contact this office.

Richard L. Polson

RICHARD L. POLSON - Chief Soils Scientist
Development Services Division

/mb

cc: Gary Naylor - Planning Dept.

902 ABERNETHY ROAD ★ OREGON CITY, OREGON 97045 ★ (503) 655-8521

POST THIS CARD IN CONSPICUOUS, ACCESSIBLE LOCATI

CLACKAMAS COUNTY

Department of Environmental Services
902 Abernethy Road, Oregon City, Oregon

BUILDING PERMIT

Date 12-7-84, 19____ Permit No. 2076-84

Location 82 & Ambler

Owner Or St Hwy

Builder __________

M Young
Development Services Department - 655-8521

INSPECTIONS

Inspections are required and must be requested at least one working day before the day an inspection is needed. Permit number must be provided with the inspection request.

FOR INSPECTIONS CALL THE 24-HOUR INSPECTION NUMBER - 655-8690

REQUIRED INSPECTIONS

FOOTINGS, FOUNDATIONS. After excavation and forms completed, reinforcing (if required) in place but before pouring concrete.

CONCRETE SLABS, FLATWORK. After in-slab or underslab service accessories (if any) and vapor barrier in place but before pouring concrete.

FRAME COVER. After all framing, fire blocking, bracing, roof and wall sheathing in place, chimneys, vents and concealed ducts installed, rough plumbing and wiring approved.

INSULATION AND VAPOR BARRIERS. After insulation and vapor barriers in place but before covering. Except:

1. Ceiling and floor insulation visible at final inspection.
2. Insulation and vapor barriers may be inspected during framing inspection if they do not interfere with framing inspection.

MASONRY FIREPLACES. At the beginning of fireplace construction and at inspector's direction afterward.

OTHER MASONRY. During construction.

GYPSUM BOARD/LATH-FIRE RATED. After gypsum board is in place but before taping and finishing joints or after lath is in place but before plastering.

GYPSUM BOARD/LATH-SHEAR WALLS., Same as above and as noted on plans.

MECHANICAL. See Mechanical Permit Card.

OTHER: __________

FINAL. When completed and ready for occupancy.

SEE OTHER SIDE FOR ADDITIONAL INFORMATION

DEPARTMENT OF PUBLIC WORKS

COUNTY OF CLACKAMAS
902 ABERNETHY ROAD
OREGON CITY, OREGON
97045 (503) 655-8521

24-HOUR
INSPECTION REQUEST
SERVICE

Building, Plumbing,
&
Septic Tank Permits

655-8690

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections
2A	Details
2B	Stage Construction & Temp. Protection & Direction Of Traffic
2C	Pipe Data
2D,2D-2	Permanent Signing
2E	Summary
2F	Prospective Disposal Site
3	Plan & Profile
4	Plan
4A	Const. Notes
4B	Profile
5	Plan
5A	Profile
6	Plan & Profile
7	Planting Plan
8	Irrigation Plan

REGISTERED PROFESSIONAL ENGINEER
DONALD E. ADAMS

STATE

DEPARTMENT O

STATE HIG

PLANS FOR

GRADING, PAVING, SIGNING, ILL

S.E. SUNNYSIDE RD.

FAU 9718 (

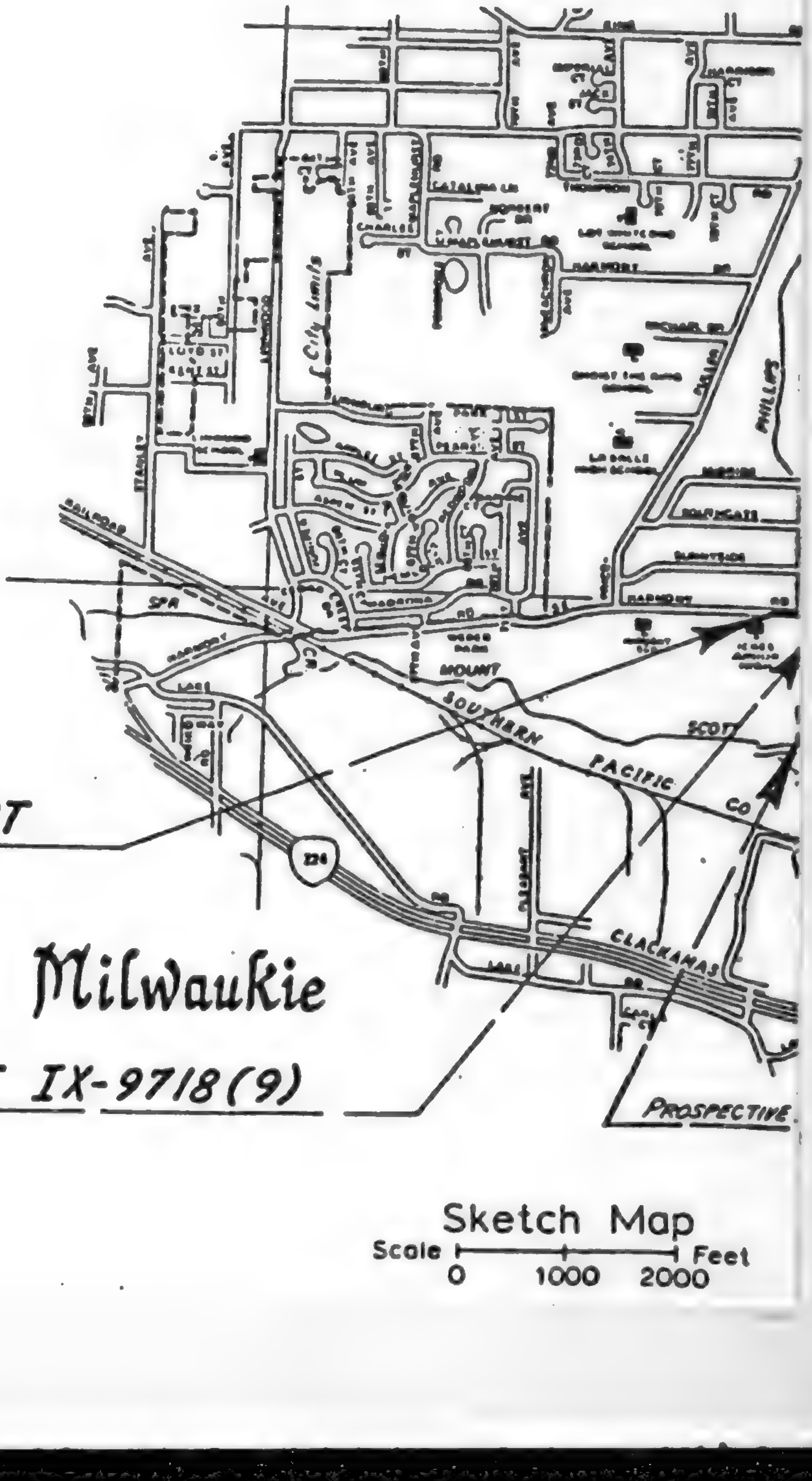
CLACK

OCTO

Drg. Nos

S-1, S-5, S-6, S-12, 2126C, 2127, 2133, 2200 } Temporary And Permanent Signing
2050, 2050A – Manholes
2077 – Concrete Curbs
2077A – Concrete Islands
2077B – Concrete Driveways
2091B – Coupling Band
2105 – Concrete Inlets
2117 – Fence
35601 – Retaining Wall

39576, 39577, 30938, 30940, 34119 } Sign Bridge Foundations And Box Culvert Extension
39558, 31016 – Illumination
8757, 8758, 8759, 1470, 1471, 1472, 1473, 1488, 1489, 2990, 2991, 2992, 35009, 35010 } Traffic Signals
L1025 – Planting Details
L1014 & L1015 – Irrigation Details



BEGINNING OF CONTRACT PROJECT
Sta. 99+68

BEGINNING OF PROJECT IX-9718(9)
Sta. 105+38.94

Sketch Map
Scale 0 1000 2000 Feet

OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

R PROPOSED PROJECT

LUMINATION, SIGNALS & LANDSCAPING

. AT S.E. 82ND AVE. SEC.

(SUNNYSIDE ROAD)

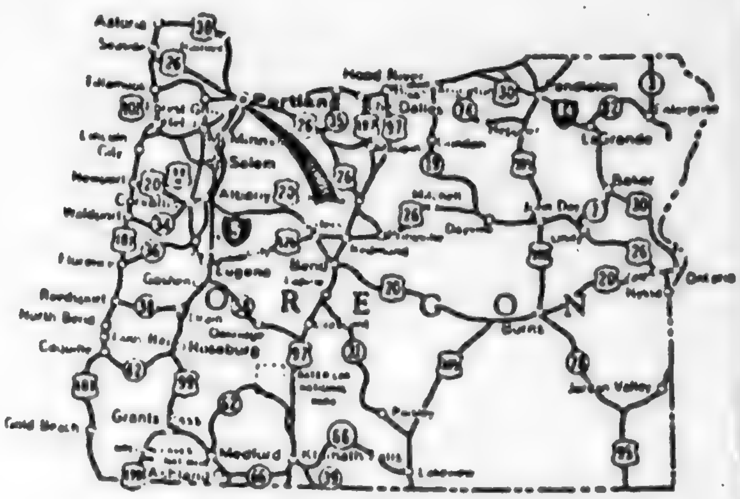
KAMAS COUNTY

TOBER, 1984

Overall Length Of Project - 0.26 Mi.

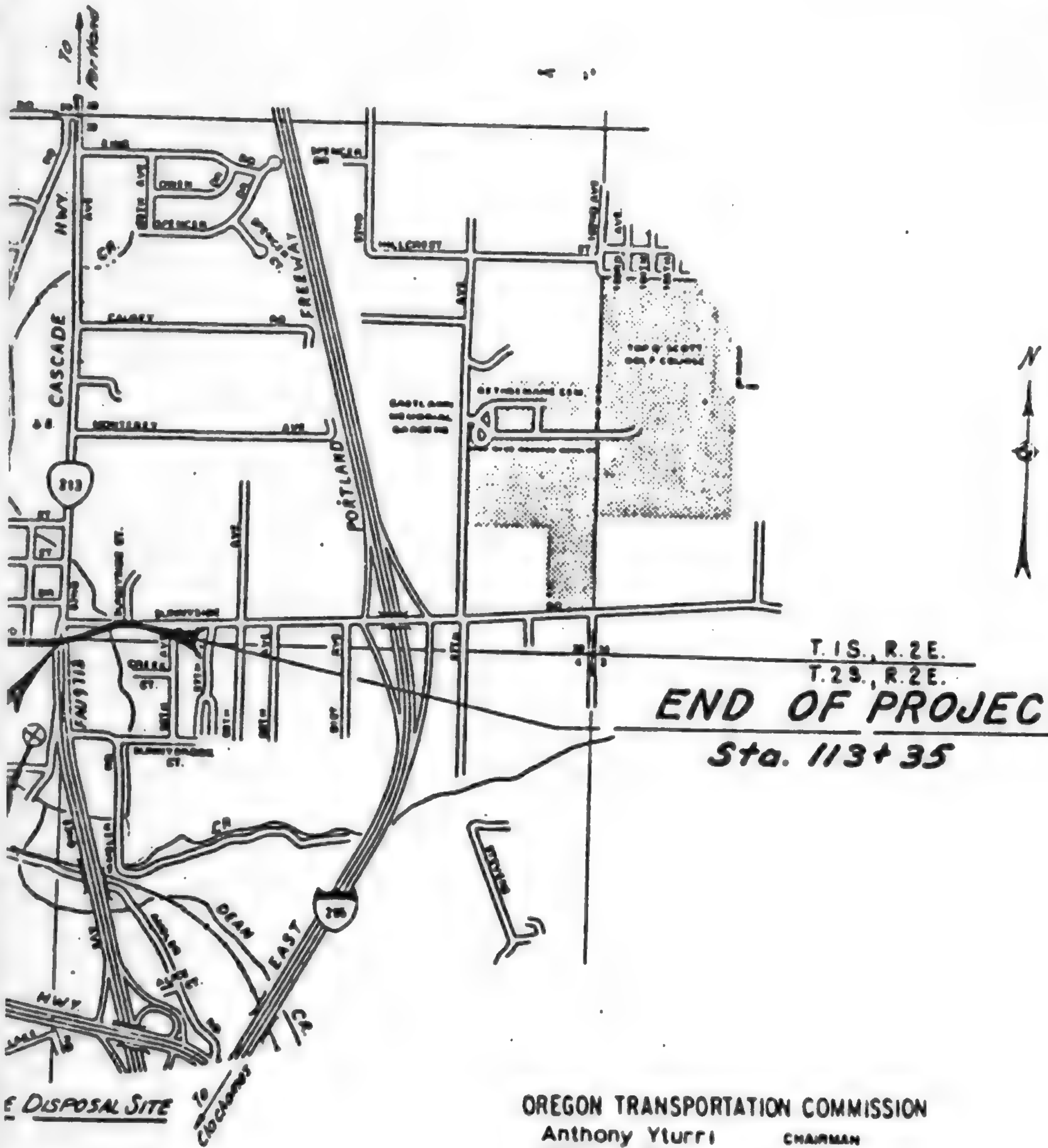
18V-114

S.E. SUNNYSIDE RD. AT S.E. 82ND AVE. SEC. FAU 9718 (SUNNYSIDE ROAD) CLACKAMAS COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON	IX-9718 (9)		See Index



Astoria
Portland
Hood River
The Dalles
Pendleton
La Grande
Salem
Newport
Eugene
Bend
Baker
Burns
Roseburg
Coos Bay
Grants Pass
Medford
Klamath Falls
Lakeview
Jordan Valley
Ontario
O R E G O N

PRELIMINARY COPY
OCT 29 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT



To Portland
CASCADE HWY
PORTLAND FREEWAY
EAST
205
213
N
T.1S., R.2E.
T.2S., R.2E.
HWY
To Clackamas
DISPOSAL SITE

END OF PROJECT IX-9718 (9)
Sta. 113+35

H S COULTER

EDGAR S HUNTER

H S Coulter STATE HIGHWAY ENGINEER

E S Hunter ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N B Giustino	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

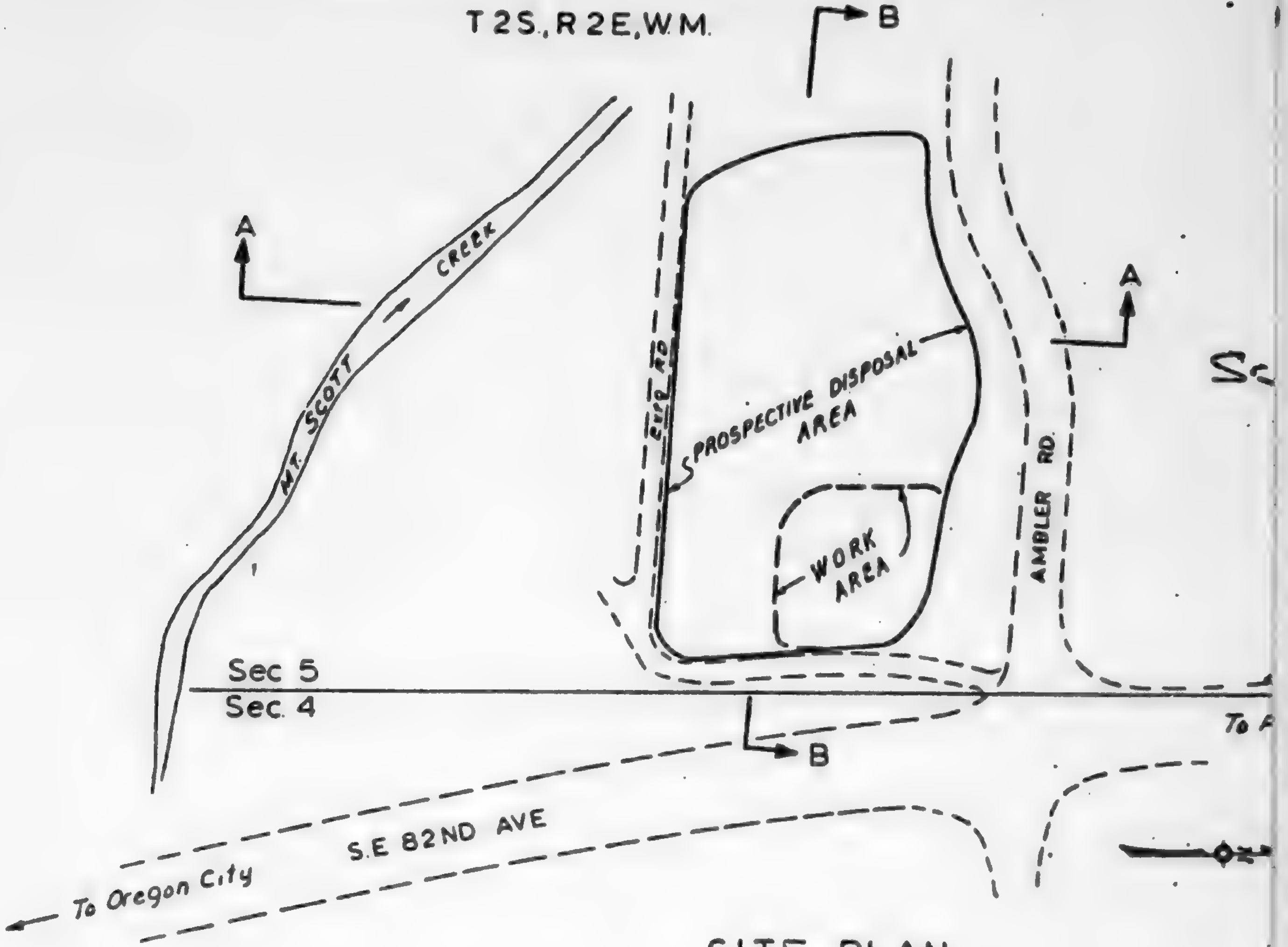
DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

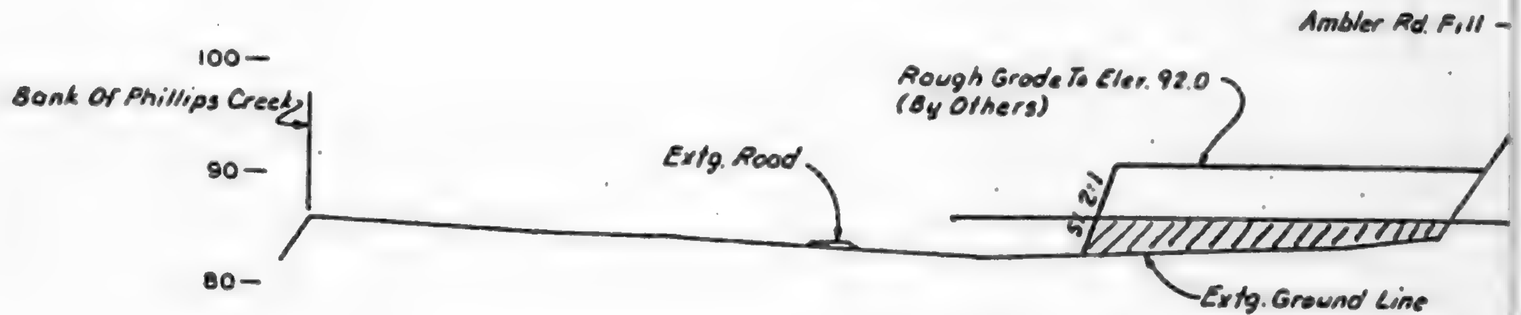
PROSPECTIVE DISPOSAL SITE

T2S., R2E., W.M.

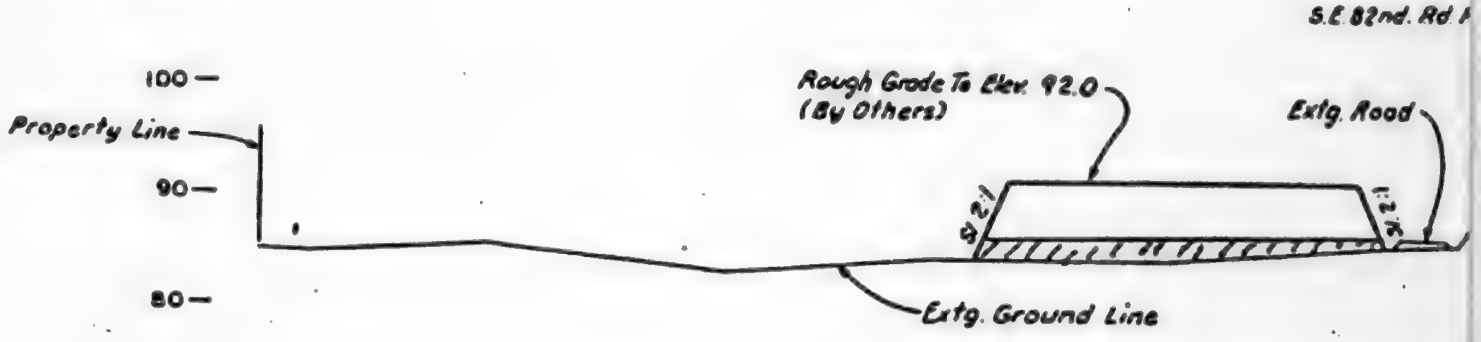

B
A
MT. SCOTT CREEK
EXTG. RD.
PROSPECTIVE DISPOSAL AREA
WORK AREA
AMBLER RD.
A
Sc
Sec 5
Sec. 4
B
To F
S.E. 82ND AVE
To Oregon City

SITE PLAN

Scale 0 50 100 Feet


Ambler Rd. Fill
100 —
Bank Of Phillips Creek
Rough Grade To Elev. 92.0 (By Others)
90 —
Extg. Road
1:2:1
80 —
Extg. Ground Line

SECTION A-A


S.E. 82nd. Rd. F
100 —
Rough Grade To Elev. 92.0 (By Others)
Property Line
Extg. Road
90 —
2:1
2:1
80 —
Extg. Ground Line

SECTION B-B

S.E. SUNNYSIDE RD. AT S.E. 82ND		
FAU 9718 (SUNNYSIDE RD		
CLACKAMAS COUNTY		
FED. ROAD Div. No.	STATE	PROJECT NUMBER
10	OREGON	IX-9718(9)

APPROVED

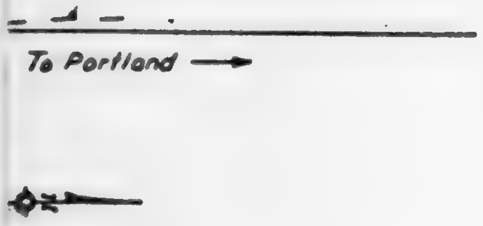
PERMIT NO.

DATE 12/4/84

BY RLPolson

Scales as per
Ken Batchelder, OSHD
12/3/84
RLPolson

Scale: 1"= 400'

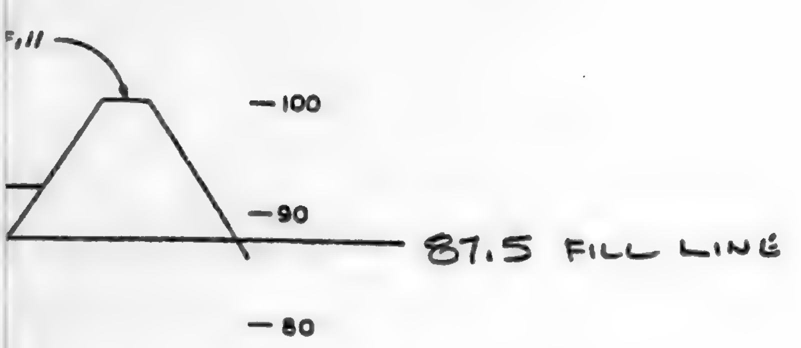

To Portland →

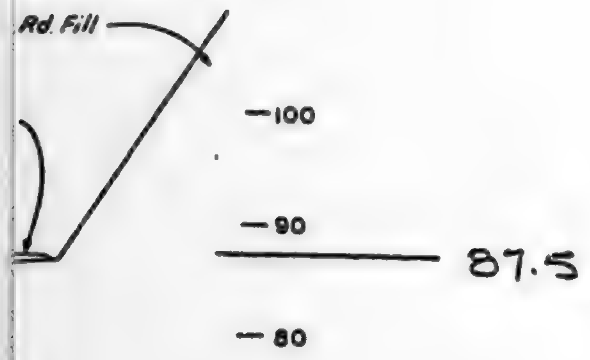
APPROVED

12-78

DATE 2076-84

BY


Fill
— 100
— 90
87.5 FILL LINE
— 80


Rd. Fill
— 100
— 90
87.5
— 80

Scale:
Vertical: 1" = 20'
Horizontal: 1" = 200'

Occupancy
Type of Building
Single Family
Multi Family (no)
Commercial
Industrial
Ag. Bldg.
Other Fill
±5800 yds

CLACKAMAS COUNTY
DEPARTMENT OF ENVIRONMENTAL SERVICES
902 ABERNETHY ROAD, OREGON CITY, OR 97045

BUILDING PERMIT APPLICATION

Serial No. 0356126
Plans Accepted By Dh Date 11/20/84
Application Received By Date

Permit No. 2076-84
Plan Check No. C 628/84
Construction Cost $5800.00
Permit Fee 108.00
Mech. Fee —
State Surcharge 4.32
Plan Check Fee 20.00
Total Fee 132.32
Less Prepaid 20.00
Amount Due 112.32

TO BE FILLED IN BY APPLICANT

× Project Location (Address) S.E. 82nd at Ambler Road
Nearest Cross Street Ambler Road
Subdivision Name Lot Block
× Township 2 Range 2E Section 5A Tax Lot 300 UR
Lot Size (Sq. Ft.) Building Area — (Sq. Ft.) Basement Area — (Sq. Ft.) Garage Area — (Sq. Ft.)
Stories — Bedrooms — Water Source — Sewage Disposal SD
Estimated Cost of Labor and Material —
Plans and Specifications made by — accompany this application.

Owner's Name Oregon State Highway Division
Address 5821 NE Glisan
City Portland State Ore.
Phone 238-8245 Zip 97213

Builder's Name
Address
City State
Phone Zip

I certify that I am registered under the provisions of ORS Chapter 701 and my registration is in full force and effect. I also agree to build according to the above description, accompanying plans and specifications, the State of Oregon Building Code, and to the conditions set forth below.

APPLICANT HOMEBUILDER'S REGISTRATION NO. DATE

I certify that I am exempt from the provisions of ORS Chapter 701. The basis for my exemption is

I agree to build according to the above description, accompanying plans and specifications, the State of Oregon Building Code, and to the conditions set forth below.

× E.J. Dunn by Kenneth L. Batchelder
APPLICANT DATE 11-20-84

SEWAGE DISPOSAL REQUIREMENTS:
Septic Tank Capacity Gallons. Drainfield (Equal or Serial) Distribution.
Total Length of Lines Feet. Number of Lines . Distance Between Lines Feet.
Comments:

Ag. Bldg.

Other Fill

± 5800 yds

Serial No. 0356126

Plans Accepted By Dh Date 11/20/84

Application Received By Date

State Surcharge 4.32

Plan Check Fee 20.00

Total Fee 132.32

Less Prepaid 20.00

Amount Due 112.32

TO BE FILLED IN BY APPLICANT

X Project Location (Address) S.E. 82nd at Ambler Road

Nearest Cross Street Ambler Road

Subdivision Name Lot Block

X Township 2 Range 2E Section 5A Tax Lot 300 UR

Lot Size (Sq. Ft.) Building Area — (Sq. Ft.) Basement Area — (Sq. Ft.) Garage Area — (Sq. Ft.)

Stories — Bedrooms — Water Source — Sewage Disposal SD

Estimated Cost of Labor and Material —

Plans and Specifications made by — accompany this application.

Owner's Name Oregon State Highway Division	Builder's Name
Address 5821 NE Glisan	Address
City Portland State Ore.	City State
Phone 238-8245 Zip 97213	Phone Zip

I certify that I am registered under the provisions of ORS Chapter 701 and my registration is in full force and effect. I also agree to build according to the above description, accompanying plans and specifications, the State of Oregon Building Code, and to the conditions set forth below.

APPLICANT HOMEBUILDER'S REGISTRATION NO. DATE

I certify that I am exempt from the provisions of ORS Chapter 701. The basis for my exemption is

I agree to build according to the above description, accompanying plans and specifications, the State of Oregon Building Code, and to the conditions set forth below.

X E.J. Dunn by Kenneth L. Batchelder DATE 11-20-84

APPLICANT

SEWAGE DISPOSAL REQUIREMENTS:

Septic Tank Capacity Gallons. Drainfield (Equal or Serial) Distribution.

Total Length of Lines Feet. Number of Lines . Distance Between Lines Feet.

Comments:

PLANNING DEPARTMENT REQUIREMENTS: Not in a flood plain

ZONE: I-2

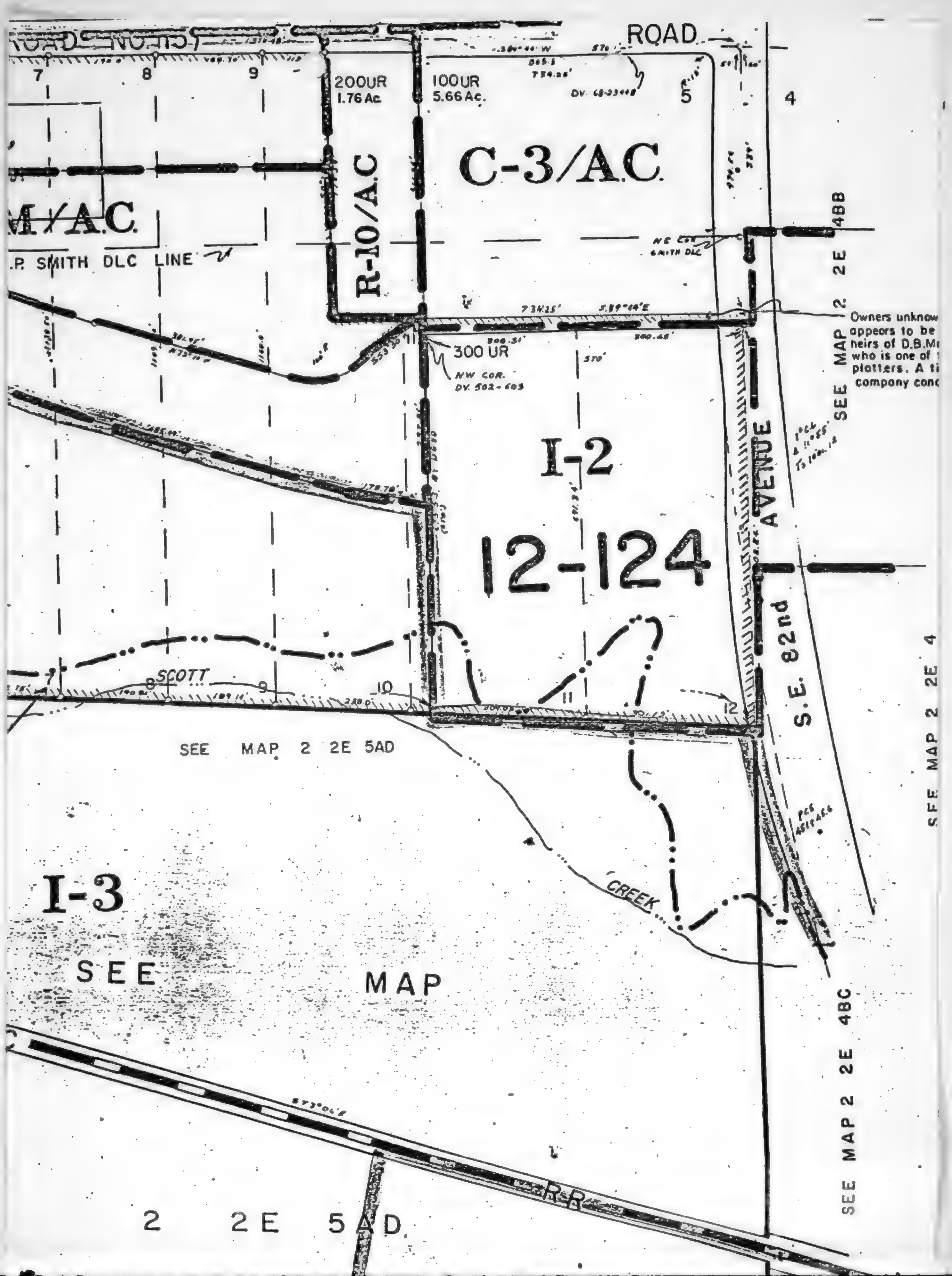
Development Construction ☐ Approved ✓ ☐ Denied By

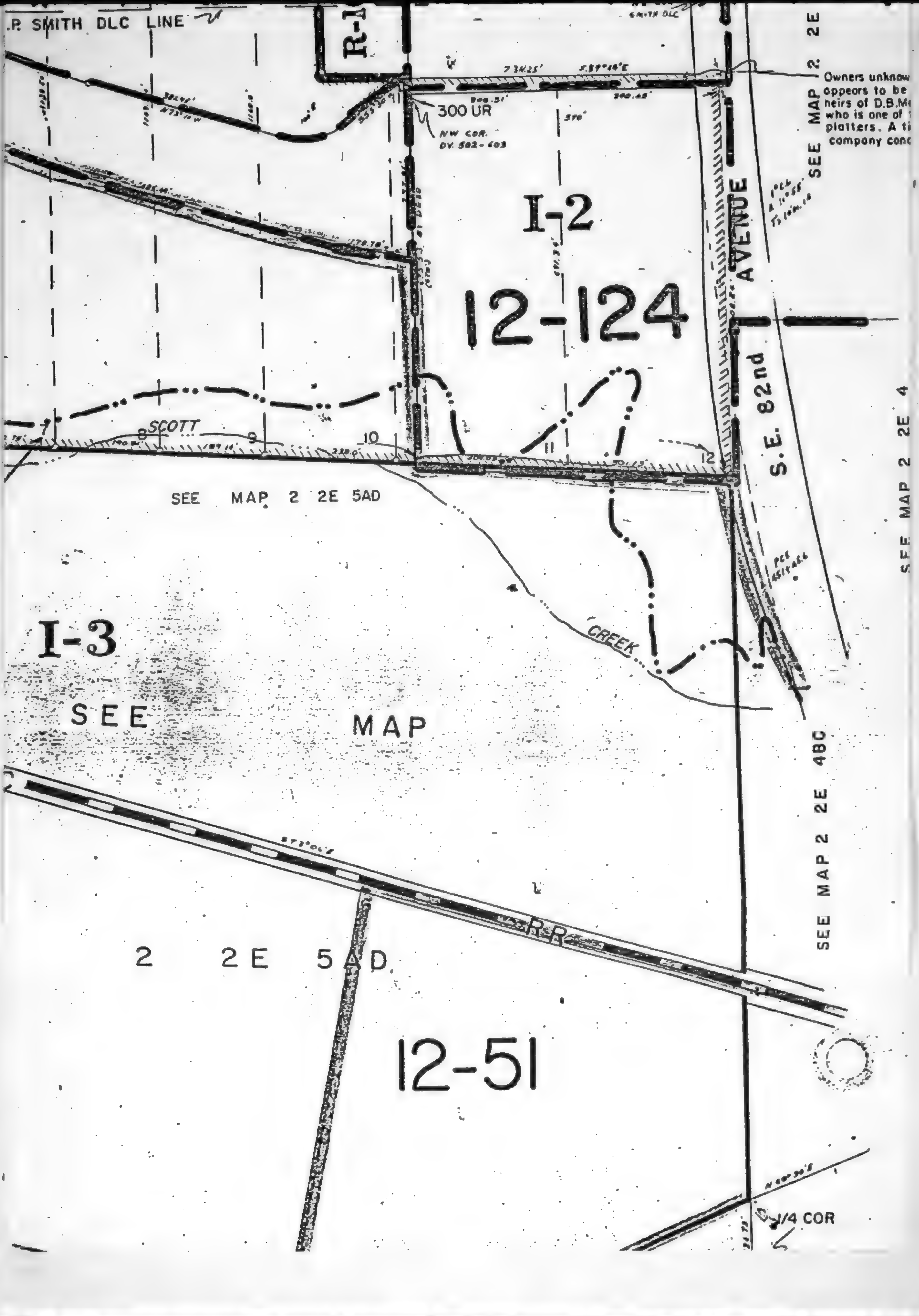
~~Sewage Disposal ☐ Approved~~ ☐ Denied By

Plans Checked and Approved By

Planning Department Approved By A. M. Jones

Permit Issued By

ROAD
7
8
9
200UR
1.76 Ac.
100UR
5.66 Ac.
DV. 68-23448
5
4
C-3/A.C.
R-10/A.C
M/A.C.
.P. SMITH DLC LINE
NE COR SMITH DLC
4BB
SEE MAP 2 2E
734.25'
S.89°14'E
300 UR
NW COR.
DV. 502-603
Owners unknow
appears to be
heirs of D.B.M
who is one of
platters. A ti
company conc
I-2
12-124
AVENUE
S.E. 82nd
SCOTT
8
9
10
11
12
SEE MAP 2 2E 5AD
SEE MAP 2 2E 4
CREEK
I-3
SEE MAP 2 2E 5AD
SEE MAP 2 2E 4BC
S73°06'E
RR

.P. SMITH DLC LINE
R-1
SMITH DLC
734.25'
S.89°14'E
308.51'
300.45'
300 UR
NW COR.
DV. 502-603
370'
Owners unknow
appears to be
heirs of D.B.M
who is one of
platters. A ti
company conc
SEE MAP 2 2E
I-2
12-124
AVENUE
S.E. 82nd
SCOTT
7
8
9
10
11
12
SEE MAP 2 2E 5AD
SEE MAP 2 2E 4
CREEK
I-3
SEE MAP
2 2E 5AD
SEE MAP 2 2E 4BC
R.R.
12-51
1/4 COR

10,040

CON 21-X
To
Clark
Co.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: September 19, 1984

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: For Gary A. Potter, Manager
Program Section

Subject: Construction Obligation
Item No. 30100
Project No. IX-9718(9)
Sunnyside Rd. @ S.E. 82nd Ave. Section
Sunnyside Road (FAU 9718)
Clackamas County

It is the Oregon State Highway Division's present intention to receive bids for this project on November 15, 1984 or earlier.

I request authorization to proceed with actions necessary to advance the physical construction of the project at an estimated total cost of $662,058 with an obligation of $562,746 in Federal funds (appn. code 580).

In conformance with FHPM 6-4-2-1, paragraph 5j, a review of environmental impact and related statements covered in 23 CFR 771 has been made and environmental mitigating requirements have been incorporated in the design and specifications for the project.

JLG:me
cc: Gary Zehner
Guy Johnson
General Files

Form 734-3122

10,040

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

September 13, 1984

In Reply Refer to
File No.:
PRO 6-2

TO: Dale E. Wilken, Division Administrator
Federal Highway Administration

ORIGINAL SIGNED BY
GARY A. POTTER

FROM: Gary A. Potter, Manager
Program Section

SUBJECT: Project Data Submission
Item No. 30100
Project No. IX-9718(9)
S.E. Sunnyside Rd. at S.E. 82nd Ave. Section
County Road
Clackamas County

Attached data consists of PR-1 form with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on October 25, 1984.

Concept approved by letter to you from Director of Oregon Department of Transportation dated April 13, 1983.

Clearinghouse reviews were previously forwarded.

DRH:pf
Attachments

cc: E. L. Hardt, Metro Region
Wayne Schulte, Metro Region
Karen Bunk, Metro Region
Gary Zehner, w/attach.
General Files

Form 734-3122

Budget Bureau No. 41-R20

FORM PR-1
(REV. 4-61)

FEDERAL - AID PROGRAM DATA

(PPM 21-1)

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O. 9-13-84

CARD 2	REPORT NUMBER (10) (20)	PROJECT LOCATION (45 typewriter spaces) Co. Rd., Jct. S.E. 82nd Ave., E. 0.11 mi.	ADT	PRESENT 11,000	FUTURE - - -	YEAR - -	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Gr.,Dr.,H-T Pave, Traf. Sig., Illum. & Ldsp.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9718

CARD

CLASS OF FEDERAL FUNDS: Interstate Transfer Grants - Highway

NAME OF URBAN AREA: Portland

COUNTY NAME: Clackamas

ROUTE NO. U | FEDERAL-AID 9718 | STATE Co. Rd. | U.S. - - -

ESTIMATED PROJECT COST BY PHASES

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (95%)	STATE FUNDS	OTHER FUNDS (County)
1	(14-15)	(16)	41	42	43 46	50		(54) (58)	(59) (66)	(67) (76)		
5					PE		"S.E. Sunnyside Rd. at S.E. 82nd Ave. Sec."					
5					ROW							
5					CONST (CODE) TOPICS I000 Y003 Y030 Y031	 (02) (13) (12) (12)		0.151	675,000	573,750	- - - -	101,250

CARD 1	CODE 1	PREPARED BY DRH:pf	PROJECT TOTALS	0.151	675,000	573,750	- - - -	101,250
1	14	PROGRAM APPROVAL DATES 10-1-83			(18) (23)	(24) (33)		

REMARKS
Additional Data: Item No. 30
No. IX-9718(7) & (8).

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

9-13-84

PROJECT LOCATION (45 typewriter spaces) Co. Rd., Jct. S.E. 82nd Ave., E. 0.11 mi.	ADT	PRESENT 11,000	FUTURE - - -	YEAR - -	REGION 10	STATE NAME Oregon	STATE CODE 41	APPN CODE 580
ITEM NO. 30100								

POSED WORK (35 typewriter ve, Traf. Sig., sp.	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) IX-	NUMBER 9718	SEQ. NO. (9)	I. Projects Only POST MI.	DESIG.

FUNDS Interstate Transfer Grants - Highway	COUNTY NAME Clackamas	CODE 005	PROGRAM STAGE ☐ 1 OR ☐ 2	
EA Portland	ROUTE NO. U	FEDERAL-AID 9718	STATE Co. Rd.	U.S. - - -

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (95%)	STATE FUNDS	OTHER FUNDS (County)	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) TOPICS I000 Y003 Y030 Y031	(02) (13) (12) (12)	"S.E. Sunnyside Rd. at S.E. 82nd Ave. Sec."	0.151	675,000	573,750	- - - -	101,250	
RED BY DRH:pf	PROJECT TOTALS		0.151	675,000	573,750	- - - -	101,250	

AM APPROVAL DATES 10-1-83

REMARKS
Additional Data: Item No. 30100; Project No. IX-9718(7) & (8).

-OVER-

USCOMM DUSCOMM-DC 48908-P61

S.E. SUNNYSIDE RD. AT S.E. 82ND AVE. SECTION

Remaks Continued:

PROJECT DATA: Work under this project consists of 1) grade, drain and H-T pave to provide a curb section at S.E. 82nd Ave. to have two lanes eastbound and two lanes westbound with a right and left-turn lanes; 2) install, remove and upgraded multi-phase traffic signal at S.E. Sunnyside Rd./S.E. Harmony Rd. and S.E. 82nd Ave.; 3) install illumination on S.E. Sunnyside as directed; 4) landscape as required; 5) adjust utilities as required; and 6) incidentals common to this type of project.

MAINTENANCE AND ACCOMMODATIONS OF UTILITIES: A State-County Agreement No. 7867 complying with Section 116, Title 23, USC and Paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 7-6-83.

DATA FOR FHWA 37's:	CODE	COST
	I000	$537,000
	Y003	23,000
	Y030	30,000
	Y031	85,000

NOTE: 1) This project is in Congressional District No. 3.

2) Included in MSD '84 AE/TIP on page 69, item 116.

/ 10,040

Section S.E. Sunnysid d. At S.E. 82ND AVE Programming Estimate $ 400,000

Highway FAU 9718 (Sunnyside Road) Project Length 0.26 Miles

County Clackamas County 9-11-84 Completion Time 250 Calendar Days

Kind of Work Grading, Paving, Signing, Illumination, Signals & Landscaping Est. Comp. Date July 23, 1985

Prefix 203-1920 Letting Date October 25, 1984 Project No. IX-9718 (9)

received 9:20 AM 9-11-84 ck.

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 566,023 ^{15}

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping.	3300 ^{00}
Temporary Pavement Striping.	500 ^{00}
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	500 ^{00}
State Furnished ______	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x _____ hrs.)	
State Responsibility for Damages.	
Signal Controller Testing	2025 ^{00} *
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
Controller & Program	10,500 ^{00} *
Reset 2" water meter	300 ^{00}
Water During Establisment Period	175 ^{00}
. . . .	
. . . .	
Adjust Utilities:	
. . . .	
. . . .	

$ 17,300 ^{00}

Subtotal $ 583,323 ^{15}

Contingencies (4-1/2%) . . . . 26,249 ^{54}

Engineering (8, [✓ 9], 10%) . . . . 52,499 ^{08}

Subtotal $

Credit for ______ . . . . . . ______

Estimated Net Authorization, Construction . . . . $ 662,071 ^{77}

APPROVED cc: Wayne Schulte

Rec'd. 9-11-84

E

Need $110,000± FF

______
Road Design Engineer

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION S.E. Sunnyside Rd. At S.E. 82nd Ave.		COUNTY Clackamas		SHEET 1 OF 4
KIND OF WORK Grading, Paving, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.26 Miles	DATE	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	—	$30,000^{00}$
	Temporary Protection and Direction of Traffic		Lump Sum	All	—	$11,600^{00}$
	Temporary Signs		Sq. Ft.	384	6^{00}	2304^{00}
	Temporary Barricades		Each	9	70^{00}	630^{00}
	Temporary Concrete Barrier, Reflectorized		Lin. Ft.	125	16^{00}	2000^{00}
	Temporary Plastic Safety Markers		Each	25	50^{00}	1250^{00}
	Temporary Reflective Pavement Markers		Each	50	3^{50}	175^{00}
	Flaggers		Hour	1000	17^{00}	$17,000^{00}$
	ROADWORK					
	Clearing and Grubbing		Lump Sum	All	—	3000^{00}
	Removal of Structures and Obstructions		Lump Sum	All	—	5000^{00}
	General Excavation		Cu. Yd.	6500	5^{50}	$35,750^{00}$
	Trench Excavation		Cu. Yd.	307	10^{00}	3070^{00}
	Finishing Roadbed and Slopes		Lump Sum	All	—	3000^{00}
	Furnishing and Placing Topsoil		Cu. Yd.	200	15^{00}	3000^{00}
	Watering		M-Gal.	100	10^{00}	1000^{00}
	Structure Excavation		Cu. Yd.	76	10^{00}	760^{00}
	Treated Base Mixture		Ton	7000	9^{50}	$66,500^{00}$
	Cement in Treated Base Mixture		Ton	385	70^{00}	$26,950^{00}$
	Aggregate Base		Ton	100	10^{00}	1000^{00}

34-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISIO

SECTION S.E. Sunnyside Rd. At S.E. 82nd Ave.		COUNTY Clackomas	SHEET 2 OF 4
KIND OF WORK Grading, Paving, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.26 Miles	DATE	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Class "C" Asphalt Concrete		Ton	2550	25 00	63,750 00
	Concrete in Box Culvert Extension		Cu. Yd.	40	300 00	12,000 00
	Reinforcement in Box Culvert Extension		Lbs.	4400	0 42	1848 00
	Concrete in Retaining walls		Cu. Yd.	37	300 00	11,100 00
	Reinforcement in Retaing walls		Lbs.	700	0 50	350 00
	12-inch Culvert Pipe		Lin. Ft.	48	20 00	960 00
	12-inch Storm Sewer Pipe		Lin. Ft.	962	16 00	15,392 00
	15-inch Storm Sewer Pipe		Lin. Ft.	200	18 00	3600 00
	Extra for Pipe Under Pavement		Lin. Ft.	12	15 00	180 00
	Concrete Manholes		Each	2	1000 00	2000 00
	Concrete Inlets, Type CG-1		Each	12	350 00	4200 00
	Concrete Inlets, Type CG-2		Each	7	400 00	2800 00
	Type CL-6 Fence		Lin. Ft.	160	8 00	1280 00
	Concrete Walks		Sq. Yd.	1800	10 00	18,000 00
	Concrete Driveways		Sq. Yd.	250	16 00	4000 00
	4-inch Concrete Surfacing		Sq. Yd.	160	12 00	1920 00
	Concrete Curbs		Lin. Ft.	4425	3 00	13,275 00
	Extra for Asphalt Approaches		Each	3	175 00	525 00
	Loose Riprap, Class 100		Cu. Yd.	120	20 00	2400 00
	Adjusting Manholes		Each	9	200 00	1800 00
	Shelter Foundations		Sq. Yd.	18	25 00	450 00

734-1736 (REV. 2-84)

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION S.E. Sunnyside Rd. At S.E. 82nd Ave.		COUNTY Clackamas	SHEET 3 OF 4
KIND OF WORK Grading, Paving, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.26 Miles	DATE	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	SIGNING					
	Removal of Existing Sign Installations		Lump Sum	All	—	1200^{00}
	Wood Sign Posts		Lump Sum	All	—	2380^{00}
	Sign Support Footings		Lump Sum	All	—	$13,500^{00}$
	Move and Modify Existing Sign Bridge		Lump Sum	All	—	2000^{00}
	Signal Pole Mounts		Lump Sum	All	—	1406^{00}
	Type "C", "D" and "R" Signs in Place		Sq. Ft.	55	12^{00}	660^{00}
	Type "EE" Signs in Place		Sq. Ft.	19	14^{00}	266^{00}
	Type "M" Signs in Place		Sq. Ft.	20	14^{00}	280^{00}
	Type "U" Signs in Place		Sq. Ft.	261	17^{00}	4437^{00}
	Move and Modify Existing Signs		Lump Sum	All	—	1500^{00}
	Sign Illumination Equipment		Lump Sum	All	—	6000^{00}
	Illumination					
	Pole Foundations		Lump Sum	All	—	2850^{00}
	Roadway Lighting Poles and Arms		Lump Sum	All	—	4300^{00}
	Luminaires, Lamps and Ballasts		Lump Sum	All	—	4500^{00}
	Switching, Conduit, Wiring, Etc.		Lump Sum	All	—	2700^{00}
	Traffic Signal					
	Traffic Signal Installation, Complete		Lump Sum	All	—	$117,707^{00}$
	Fire Pre-emption System, Complete		Lump Sum	All	—	5775^{00}

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISIO

SECTION S.E. Sunnyside Rd. At S.E. 82nd Ave.		COUNTY Clackmas	SHEET 4 OF 4
KIND OF WORK Grading, Paving, Signing, Illumination, Signals & Landscaping	KEY NUMBER	LENGTH 0.26 Miles	DATE	NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	LANDSCAPING					
	Furnishing and Planting Trees		Each	14	150.00	2100.00
	Furnishing and Planting Shrubs		Each	262	7.50	1965.00
	Furnishing and Planting Groundcover		Each	1014	1.50	1521.00
	Soil Conditioner		Cu. Yd.	35	14.00	500.00
	Bark Mulch		Unit	5	145.00	725.00
	Sod Lawn		Sq. Yd.	261	3.15	822.15
	Irrigation System		Lump Sum	All	—	7120.00
	Concrete Pavers with Redwood Header Board		Sq. Ft.	1330	3.00	3990.00
						566,023.15

734-1736 (REV. 2-84)

10,040

8-22-84

5-6

S.E. SUNNYSIDE RD. AT S.E. 82ND AVE. SEC. FAU 9718 (SUNNYSIDE ROAD) CLACKAMAS COUNTY				Sheet No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAIX

ON

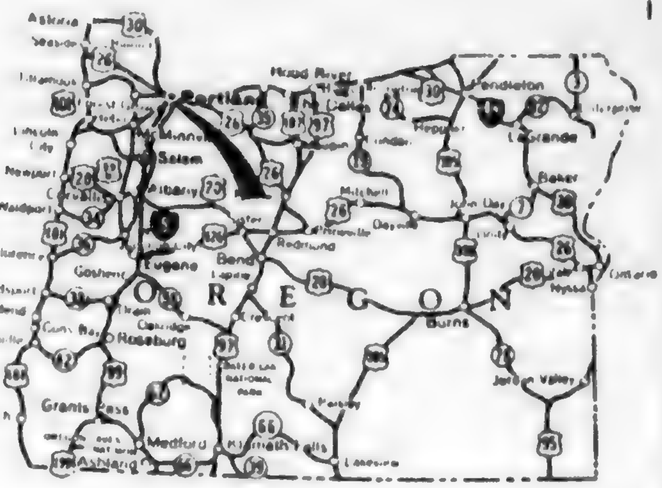
PORTATION

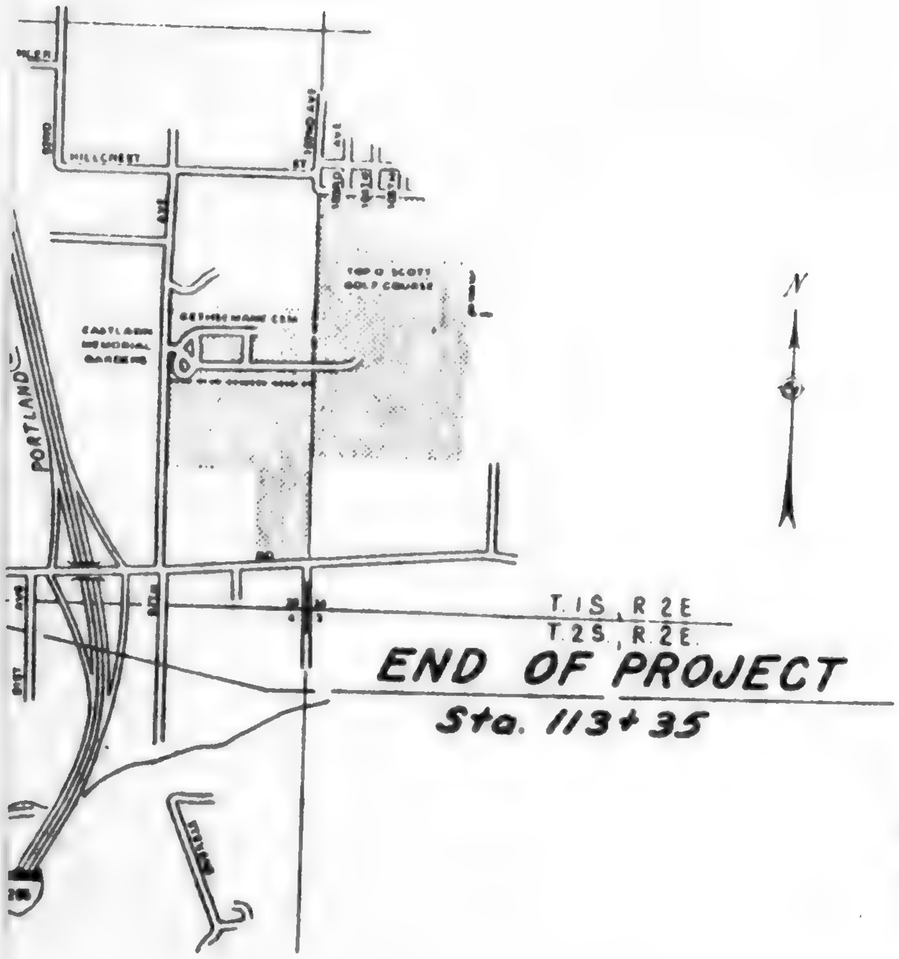
VISION

CT

82ND AVE. SEC.

ROAD)


Astoria
Seaside
Portland
Hood River
The Dalles
Pendleton
La Grande
Baker
Salem
Albany
Newport
Corvallis
Waldport
Eugene
Bend
Redmond
John Day
Burns
Ontario
Nyssa
Reedsport
North Bend
Coos Bay
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
Jordan Valley
Gold Beach
O R E G O N


HILLCREST
PORTLAND
TOP O SCOTT GOLF COURSE
EASTLAWN MEMORIAL GARDENS
GETHSEMANE CEM
N
T.1S. R.2E.
T.2S. R.2E.
END OF PROJECT
Sta. 113+35

PRELIMINARY COPY
AUG 1 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

AS REVISED

APPROVED AS NOTED

Winston W. Kurtz

For Clackamas Co.

Date Aug 22, 1984

H S COULTER

EDGAR S HUNTER

H S Coulter — STATE HIGHWAY ENGINEER

E S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N B Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER DATE

10,040

From Metro Schulte [illegible]

To Duvall

Proj. Mgmt. Traffic [✓ Region I] Accounting

Comment: Pls. consider comments from Clack Co. I could not determine this date if you had rec'd plans and letter from County.
Return with comments to me for forwarding to Salem.

NMENTAL SERVICES

ANDERZANDEN
pment Director

GNEUR
gency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

July 5, 1984

Wayne Schulte
Federal Aid Special
Department of Transportation
Milwaukie Office Bldg.
9002 S. E. McLoughlin Blvd.
Milwaukie, Oregon 97222

SUBJ: Review of Preliminary Plans - S. E. Sunnyside Realignment at 82nd/Harmony Road

Dear Wayne:

Pursuant to your letter of June 14, 1984, I have herewith attached one set of preliminary plans with attached review comments for the Sunnyside realignment project.

Copies of these plans were circulated to our Planning Division, County Road/Operations Division and Policy and Project Development Division. The following comments are transmitted to you so that the final plans will be revised to incorporate these changes. They are as follows:

Sheet No. 3 -

1. Continue four-lane section and begin transition to two-lane on Harmony Road west of the Toys-R-Us driveway at Station 100. Note attached plan comments for minimum tapers on the north side from 1'-15' to 1'-30'. South side taper should be about 1'-10'.

2. Move Toys-R-Us driveway and the sidewalk on the south side back to the property line as noted.

3. Install a catch basin at the northwest corner of the intersection of S. E. 80th Avenue and Harmony Road. Connect the catch basin inlet by running a storm drain east to approximately Station 7104+75 (plus or minus) to tie in with the inlet at that location and street crossing.

4. Footnote 6 should be changed so that it reads raised traffic median instead of painted traffic marker.

Sheet No. 4 -

1. Show the existing Toys-R-Us driveway on the south side of Harmony Road at approximately Station 103+30 plus or minus. This driveway is existing and will remain in its present location as it will not be removed.

2. Show the installation of the storm drain on the north side of Harmony Road from S. W. 80 to the storm inlet and street crossing at Station approximately 103+60 plus or minus.

3. Change footnote 7 to read raised traffic median instead of painted traffic markers (by others).

4. We want to leave the sidewalks, curbs and street pavement on the south side of the old east bound Sunnyside Road. This will require changing the footnotes no. 14, 19 and 15 as we would like to leave the pavement, curbs and sidewalks in place so that future users/owners may make a choice utilizing existing improvements for a parking lot or changing them on their own.

Sheet No. 4A -

1. There are no proposed storm line grades or elevations shown on the plans. It would be appropriate if the final plans show the profile of the elevations of the storm sewer lines and catch basin locations.

Sheet No. 5 -

1. Show new location for sign bridge spanning Sunnyside Road in the vicinity of Phillips Creek Crossing.

2. Change or remove footnotes nos. 5, 6 and 8 as we would like the existing improvements to remain in place so that the new property owner/users may make a choice of using it as a parking lot or making their own site improvement changes at their expense.

If you have any questions or need additional information, please do not hesitate to contact me.

Sincerely Yours,

DAVID R. SEIGNEUR, A.I.C.P. - Director
Clackamas County Development Agency

/rn

Attachments

cc: Curt Duval
Winston W. Kurth

OREGON

TRANSPORTATION

WAY DIVISION

POSED PROJECT

T S.E. 82ND AVE. SEC.

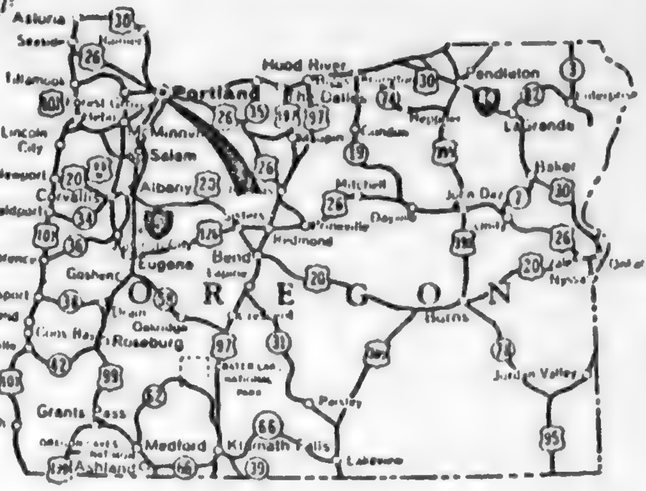
NYSIDE ROAD)

S COUNTY

S.E. S[illegible]IYSIDE RD. AT S.E. 82ND AVE. SEC. AU 9718 (SUNNYSIDE ROAD) CLACKAMAS COUNTY				SHEET No. 1
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAIX

PRELIMINARY COPY
JUN 12 1984
SUBJECT TO CHANGE
FINAL DESIGN UNIT

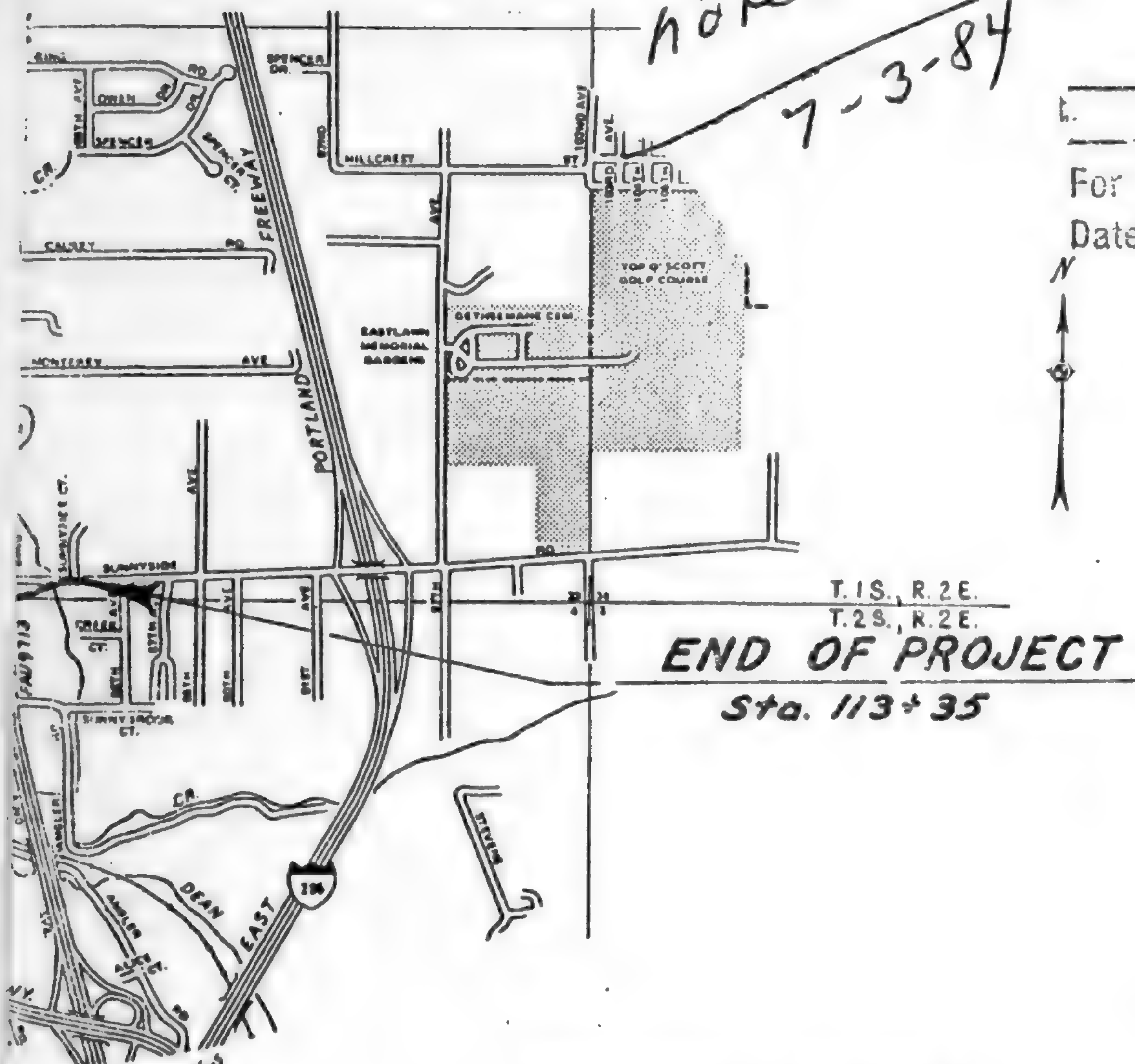

Astoria
Seaside
30
26
Tillamook
101
Lincoln City
Newport
Waldport
Florence
Reedsport
North Bend
Coos Bay
Gold Beach
Portland
Hood River
The Dalles
Pendleton
La Grande
Baker
Salem
Albany
Corvallis
Eugene
Bend
Redmond
Burns
Ontario
Nyssa
Jordan Valley
Roseburg
Grants Pass
Medford
Ashland
Klamath Falls
Lakeview
O R E G O N
20
97
395
95
66
62

Comments for changes/additions noted within
7-3-84

APPROVED AS NOTED

For

Date


N
SPENCER DR.
OWAN
SPENCER
SPENCER CT.
CR.
HILLCREST ST
102ND AVE
AVE
CALVARY RD
MONTEREY AVE
FREEWAY
PORTLAND
EAST
205
TOP O' SCOTT GOLF COURSE
GETHSEMANE CEM.
EASTLAWN MEMORIAL GARDENS
SUNNYSIDE RD
FAU 9713
CR.
DEAN
To Clackamas
T.1S., R.2E.
T.2S., R.2E.
END OF PROJECT
Sta. 113+35

H. S Coulter — STATE HIGHWAY ENGINEER

E. S Hunter — ASSISTANT STATE HIGHWAY ENGINEER

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

FIELD OPERATIONS ENGINEER — DATE

- 10,040

OREGON STATE HIGHWAY DEPARTMENT

TO: Wayne Schulte

FROM: Curt Duval

SUBJECT: S.E. Sunnyside Rd. & S.E. 82nd Ave

DATE: 6/28/84

No comments from: (D. Fleming, E.J. Dunn and J. Kaiser)

Following comments were;

(T. Schwab - Sheet 2B, questions of traffic handling stage 1&2.)

(C. Duval - On sheet 3&4. Change sidewalk to follow R/W. Then change to 1:10 taper to existing road, from begining of asphalt approach. On north side of road put longer taper to existing road at 1:30.)

(R. Failmezger - Should use 48" warning signal on sunnyside road.)

(B. Schalk - On sheet 2; on section B-B and C-C, should mound for drainage. On sheet 2E; a) What volume i.e. weight of thrust block? b) Gives dimension for sluffing of slope. On sheet 3; What to do with approaches and pipes marked? On sheet 4; Asked questions on sidewalk, pipe, and easement line. On sheet 5; Asked questions pertaining to fence position, radius, removal and irrigation.)

cc: Don Adams - Final Design

Kim Roske
Curtis H. Duval
(SIGNATURE)

PLEASE REPLY HERE

Cobine:

Herewith comments from Metro Staff.
No comments as yet from Clack. Co.

PROGRAM SECTION
JUN 29 '84

Manager	
Resource Unit	
Project Unit	
Program Unit	

REFER TO
Circle one R/D D/R
[✓ Act] Disc Info File

→ Zehner

Copy to design 7-84 RH

CC: Advise Design People

Wayne Schulte
(SIGNATURE)

6/28/84
(DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO.1 AND RETURNING SHEET NO. 3 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

4

STATE OF OREGON

INTEROFFICE MEMO

TO: DON ADAMS
Final Design

DATE: April 25, 1984

Curtis H. Duval

FROM: CURT DUVAL
Metro Location Manager

File: 203-1918

SUBJECT: S.E. Sunnyside Road @ S.E. 82nd Avenue Sec.

Attached are pre-preliminary plans and a copy of Clackamas County's letter of transmittal.

The County has reviewed these plans and their comments are shown in red and also explained in their letter. Please address their concerns.

If additional field work is required, please give me a call and I'll have the work performed.

CHD:db
Attachments

cc: Wayne Schulte
Kathleen Howell

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

THOMAS J. VANDERZANDEN
Project Development Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

April 6, 1984

Curt Duval
Location Manager
Department of Transportation
Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

SUBJ: Comments on Preliminary Plans -
S.E. Sunnyside Realignment at 82nd Avenue

Dear Curt:

Attached herewith is a copy of the preliminary plans with our comments and notes for changes. In summary, they are as follows:

1. It has been suggested that the two westbound lanes for Harmony Road west of 82nd should extend up to the westernmost driveway of Toys'R'Us (providing for left turn opportunities) and begin to taper further west to provide for two lanes in Harmony Road.
2. There is a concern about water ponding on the north side of Harmony Road at the intersection of 80th Avenue as noted on the attached plan.
3. Concern about storm water runoff from properties on the north side of Harmony Road between 82nd Avenue and 80th. It appears that runoff may flow over the sidewalk.
4. The remaining section of Sunnyside Road (eastbound lanes) should be left as is. Asphalt, sidewalks, etc. should be left in place and not removed. There is a strong possibility that Far West Federal may utilize this area and the existing asphalt/improvements may be useful to them. There may also be no need to adjust the manhole as noted on the plan.
5. The bus turnout parking space on eastbound Sunnyside east of 82nd should be constructed in Portland Cement concrete.

Received
4-17-84

902 ABERNETHY ROAD ★ OREGON CITY, OREGON 97045 ★ (503) 655-8521

-16,646

N

Clackamas Co.

STATE OF OREGON
Highway - Traffic

INTEROFFICE MEMO
TRA 7-6

TO: Norman Cuno
Road Design

DATE: April 16, 1984

FROM: L. E. George
Traffic Engineer

SUBJECT: Sunnyside Road @ 82nd
FAU 9718 Sunnyside Road
Clackamas County

Attached are the approved sign study plans for the subject project as revised on April 16, 1984. This work should be included with the G.P. Sign Signal work scheduled for September 27, 1984 bid letting.

L E George

L. E. George
Traffic Engineer

JB/db

cc: Ed Hardt
Tom Schwab
M. D. Payne
R. W. Failmezger

____ Versteeg ____
____ Anderson ____
✓ Adams ✓
____ Macnab ____
____ Edwards ____
____ Terpin ____
____ Trout ____
____ Wakeslig ____

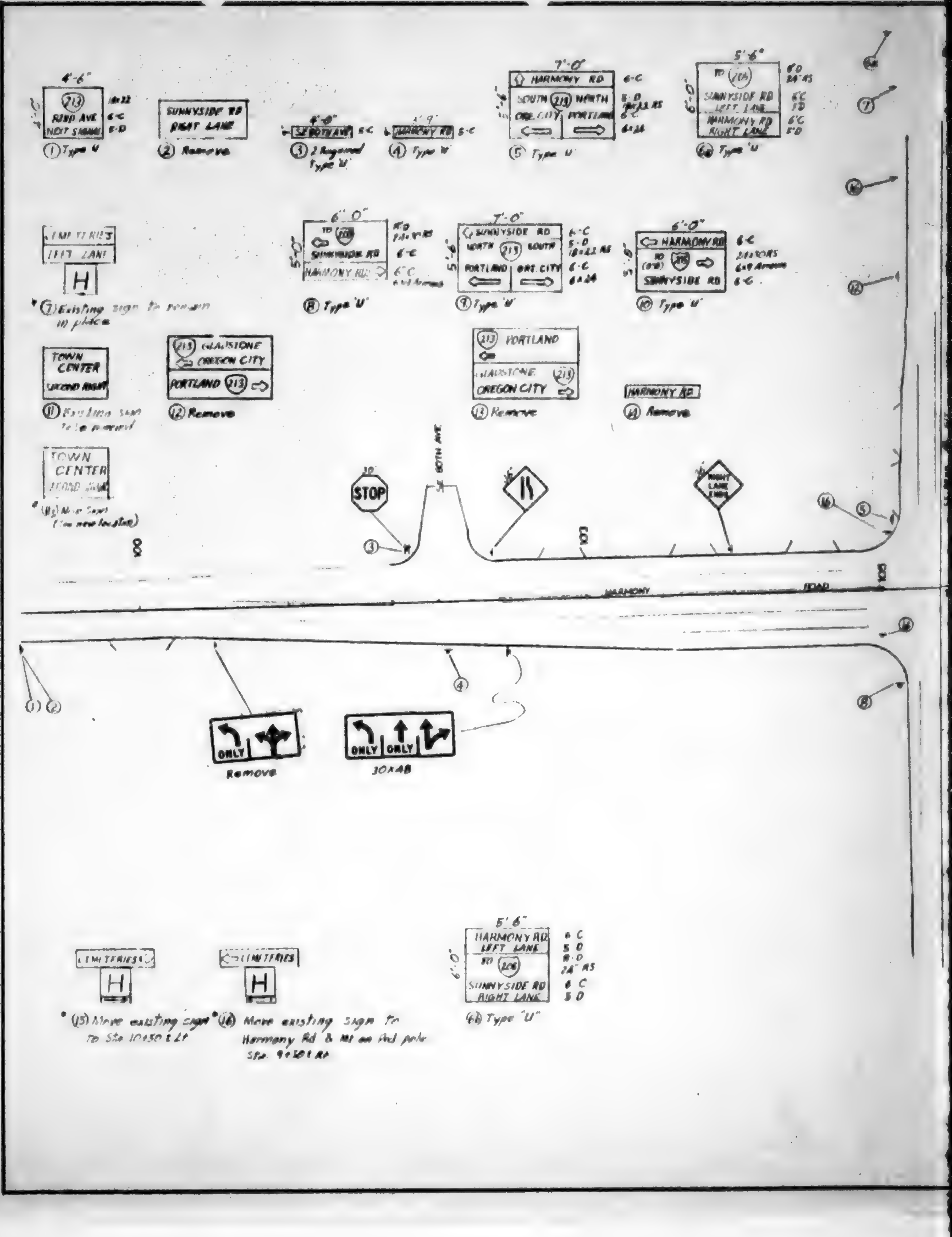
RECEIVED
APR 19 1984
ROAD DESIGN
SECTION

Do Not File
Return to ____
Bring Up ____
Action ____

NOTED
A. ANDERSON

81-125-1387

Contains Recycled Materials


4'-6"
213
82ND AVE
NEXT SIGNAL
18x22
6-C
5-D
SUNNYSIDE RD
RIGHT LANE
4'-0"
SE 80TH AVE
6-C
4'-9"
HARMONY RD
5-C
7'-0"
HARMONY RD
SOUTH
213
NORTH
ORE CITY
PORTLAND
6-C
5-D
18x22 RS
6-C
6x24
5'-6"
6'-0"
TO
206
SUNNYSIDE RD
LEFT LANE
HARMONY RD
RIGHT LANE
8-D
24" RS
6C
5D
6C
5D
CEMETERIES
LEFT LANE
H
6'-0"
5'-0"
TO
206
SUNNYSIDE RD
HARMONY RD
8-D
24x30 RS
6-C
6-C
6x9 Arrows
7'-0"
5'-6"
SUNNYSIDE RD
NORTH
213
SOUTH
PORTLAND
ORE. CITY
6-C
5-D
18x22 RS
6-C
6x24
6'-0"
5'-6"
HARMONY RD
TO
(82ND)
205
SUNNYSIDE RD
6-C
24x30RS
6x9 Arrows
6-C
TOWN
CENTER
SECOND RIGHT
213
GLADSTONE
OREGON CITY
PORTLAND
213
213
PORTLAND
GLADSTONE
213
OREGON CITY
HARMONY RD
TOWN
CENTER
SECOND RIGHT
30"
STOP
SE 80TH AVE
RIGHT LANE ENDS
100
101
102
HARMONY
ROAD
ONLY
ONLY
ONLY
CEMETERIES
H
CEMETERIES
H
5'6"
6'-0"
HARMONY RD
LEFT LANE
TO
206
SUNNYSIDE RD
RIGHT LANE
6 C
5 D
8-D
24" RS
6 C
5 D
①
②
③
④
⑤
⑦
⑧
⑩
⑫
⑯

① Type U

② Remove

③ 2 Required Type 'U'

④ Type 'U'

⑤ Type 'U'

(6a) Type 'U'

* ⑦ Existing sign to remain in place

⑧ Type 'U'

⑨ Type 'U'

⑩ Type 'U'

⑪ Existing sign to be moved

⑫ Remove

⑬ Remove

⑭ Remove

* (11a) New Sign (See new location)

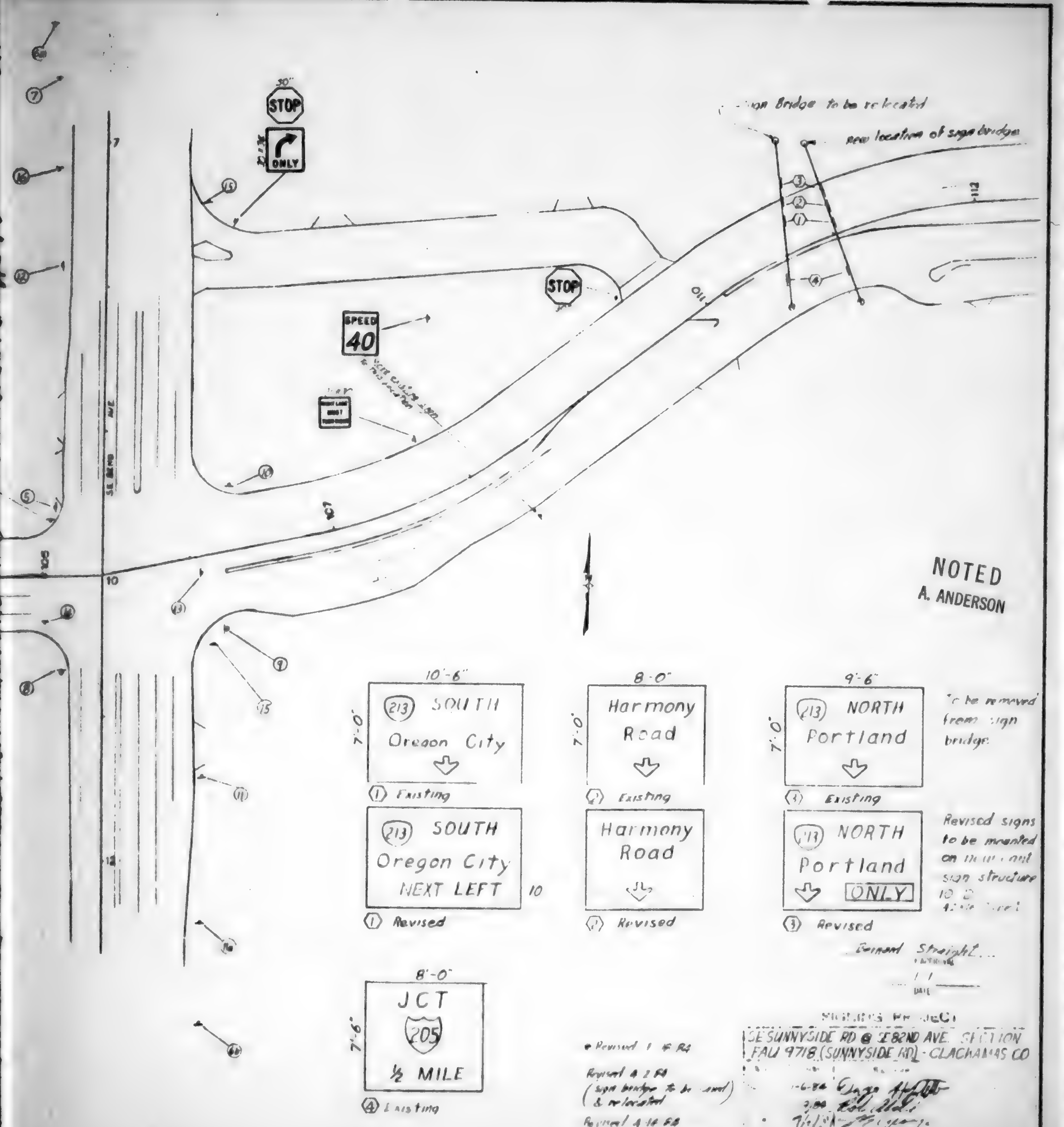
Remove

30x48

* (15) Move existing sign to Sta 10+50 Lt

* (16) Move existing sign to Harmony Rd & Mt on Pwd pole Sta. 9+50 Rt

(6b) Type "U"



Sign Bridge to be relocated
New location of sign bridge
STOP
30"
ONLY
STOP
SPEED 40
Move existing sign to this location
SE 82ND AVE
110
112
10
12
10'-6"
7'-0"
213 SOUTH
Oregon City
① Existing
8'-0"
7'-0"
Harmony Road
② Existing
9'-6"
7'-0"
213 NORTH
Portland
③ Existing
213 SOUTH
Oregon City
NEXT LEFT
10
① Revised
Harmony Road
② Revised
213 NORTH
Portland
ONLY
③ Revised
8'-0"
7'-6"
JCT
205
½ MILE
④ Existing

NOTED
A. ANDERSON

To be removed from sign bridge.

Revised signs to be mounted on new cant sign structure

Bernard Straight

• Revised 1 16 84

Revised 4 2 84
(sign bridge to be moved & relocated)

Revised 4 16 84
(Add 30" RS for signs 3, 6a, 6b, 7 R.R.)

SIGNING PROJECT

SE SUNNYSIDE RD @ SE 82ND AVE. SECTION
FAU 9718 (SUNNYSIDE RD) - CLACKAMAS CO

1-6-84

2-84

4/6/84 E.H. Christiansen FHWA

ROAD DESIGN SECTION DES 16

Jerry Backstrand April 18, 1984
Bridge Design Engineer

Donald R. Adams, P.E.
Final Design Engineer

S.E. Sunnyside Road @ S.E. 82nd
FAU 9718 (Sunnyside Road)
Clackamas Highway

Overhead sign support design for the above section is required.

Please prepare design, plans and weights of the sign support structures and return a copy to us.

Attached is one set of cross-sections of the required locations as listed below. Also noted is the type of support needed.

Sign Bridge, Station 110+82

> Please modify the existing sign bridge for the new sign locations and design a special footing to be incorporated with the box culvert extension.
>
> The signs are to be illuminated.

Attachment

cc Andy Anderson
Fred Eriksen

AA:ja

____Versteeg ________
____Anderson ________
____Adams ________
____Macnab ________
____Edwards ________
____Terpin ________
____Trout ________
____Wakerlig ________

RECEIVED
APR 19 1984
ROAD DESIGN
SECTION

Do Not File ☐
Return To ________
Bring Up ____/____/____
Action ________

10,040

CON 21-8
Clack.
Co.

ROW 12

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: February 8, 1984

FROM: Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT: AGR 241
S. E. Sunnyside Rd. @ S. E. 82nd
Sunnyside Road
Clackamas County
Relocation Agreement

MISC. CONTRACTS and
AGREEMENTS No. 7867

Attached is an original for Clackamas County Development Agency and a copy for your files of the subject agreement.

There will be no charges for this work.

AE
mp
Attach.

cc: Comm. Serv., w/orig.
Relocation, w/c

2/14/84
noted in
agree book

81-125-1387

10,040

CON 21-5

rll

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. IX-9718(8)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Clackamas

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
1-9-84

4. PROGRAM NO.

5. ITEM NO. 30100

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 1/9/84

8. FEDERAL ROUTE NUMBER FAU 9718

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

SE Sunnyside Road at SE 82nd Avenue

11. GENERAL DESCRIPTION OF WORK

Right-of-way

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- ☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- ☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
- ☒ XX ACQUISITION OF RIGHT-OF-WAY
- ☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
- ☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
- ☐ OTHER *(Specify)*

RECEIVED
STATE HWY ENGR
JAN 16 '84
REFER TO
orig
Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

13. REMARKS

As requested by Mr. Potter's letter of 12/29/83 I approve the relocation plan dated November 1983 for the subject project and you are now authorized to proceed with the actual acquisition of file numbers 53745A through 53745I as shown on R/W map 9B-23-17 at a TEC of $628,000 Federal Funds $533,800.

Federal participating is limited to that right-of-way actually incorporated in the final location of the subject project.

14. DATE 1/9/84

15. SIGNATURE OF APPROVING OFFICIAL John R Wickman

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10-2-40

Con 21-8
Clackamas

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: December 29, 1983

To: Executive Department
Federal-Aid Coordination Unit

From: Gary A. Potter, Manager
Program Section

Subject: Federal-Aid Funding Application

In compliance with Step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for Federal-Aid funding of the following:

Item No.	Project No.	Section Name & PNRS No.
30100	IX-9718(8)	S.E. Sunnyside Rd. @ S.E. 82nd Ave. PNRS #OR 830427-062-2

CL:bkb
Enc.
cc: Dale E. Wilken, FHWA
General Files

Form 734-3122

[illegible]

Date: December 29, 1983 PRO 6-2

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 30100
Project No. IX-9718(8)
S.E. Sunnyside Rd. @ S.E. 82nd Ave. Section
Clackamas County

Enclosed is data consisting of PR-1 forms, sketch maps, right-of-way map 9B-23-17 and a relocation plan for the subject project.

I request the following:

1) Approval of the enclosed relocation plan.
2) Authorization to proceed with the actual acquisition of right-of-way all phases at an estimated total cost of $628,000 with an obligation of $533,800 in Federal funds. The right-of-way to be acquired is as outlined in red on the enclosed right-of-way map.

Since relocation consists of the moving of one business, assurances regarding the availability of replacement housing is not required. Relocation assistance will be provided by Clackamas County with review by the Metropolitan, Right-of-Way Office.

Enclosed also is a copy of Mr. Henry's memo of December 23, 1983 which provides assurances that Clackamas County is adequately staffed and equipped to acquire the necessary right-of-way and provide relocation services.

A copy of the State Clearinghouse A-95 review conclusions has been previously forwarded.

CL:bkb
Enc.
cc: J. Boyd G. Zehner
Don Aman General Files
Karen Bunk

pm File

Oregon State Highway Division
Salem, Oregon January 30, 1984

Federal-Aid Project No. IX-9718(8)

SE Sunnyside Rd. @ SE 82nd Ave. Section
Sunnyside Road (FAU 9718)
Clackamas County

PROJECT AGREEMENT ESTIMATE

Type Code RW
Right-of-Way

Right-of-Way	All Required		$ 588,000.00
		Subtotal	$ 588,000.00
	Acquistion Expense		40,000.00
		Total	$ 628,000.00

Length of Project	0.23 mi.

Federal Funds (85%)	$ 533,800.00
County Funds	94,200.00
Total	$ 628,000.00

Group 1 100%
Prefix: 203-2542
403-2502

RDS:bkb

②

OMB No. 04-R2089

TO BE COMPLETED BY FHWA MONTHLY TRANSACTION NO.	U. S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION **FEDERAL-AID PROJECT AGREEMENT**	State Oregon County Clackamas Project No. IX-9718 (8)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

FAU 9718, SE Sunnyside Road @ SE 82nd Ave Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	1-9-84	0.23
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro-rata 85.0 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 628,000.00	$ 533,800.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

Oregon State Highway Division
(Official name of Highway Agency)

By ______________________

Manager, Program Section
(Title)

For: H.S. Coulter
State Highway Engineer
(Title)

By ______________________

____
(Title)

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By ______________________
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator ______________________

Form PR-2 (Rev. 10-75) PREVIOUS EDITIONS ARE OBSOLETE

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: December 23, 1983

FROM: Rod Henry
Rod Henry, Assistant
Right of Way Manager

SUBJECT: S.E. Sunnyside Rd. - S.E.
82nd Avenue
Sunnyside Road
Clackamas County
IX-9718(-)

Clackamas County has requested authorization to acquire right-of-way for this federal-aid project under the provisions of Volume 7, Chapter 1, Section 2, Paragraph 4(c) and Volume 7, Chapter 5, Section 1, Paragraph 10(b) of the Federal Highway Program Manual.

The County will use the State Highway Division Right of Way Manual and will follow the State's accepted procedures. The City has a staff that is adequately staffed, equipped and organized to provide the necessary right-of-way and relocation services.

The relocation activities will be performed by Wilber Shick, Chief of Right of Way, Clackamas County. Mr. Shick has performed relocation services for both commercial and residential relocations on other county projects and he is familar with the Federal Highway Administration Relocation Procedures.

There is only one commercial relocation on this project. The County will have no difficulty in providing the necessary relocation services.

Please obtain the necessary approval from the Federal Highway Administration ✓
to proceed with this project.

RH:jr

PROGRAM SECTION
[illegible] GP PROJECT UNIT ✓
[illegible] PROGRAM UNIT
REFER TO Joe
FOR

PRO 6

STATE OF OREGON **INTEROFFICE MEMO**

TO: Gary Potter, Manager
Program Section

DATE: December 13, 1983

FROM: Donald Aman
Don Aman
Condemnation/Federal-Aid Coordinator

SUBJECT: S.E. Sunnyside Road @ S.E. 82nd
Avenue Section
Sunnyside Road
Clackamas County
IX-9718(7)

We have received nine files on the above FAI-X project that is scheduled for a 28 June '84 letting. The acquisition of this right-of-way is estimated at $628,000, which includes $12,000 for a relocation and moving allowance. A relocation plan is being prepared by the County and will be forwarded to the proper parties for approval. Also, the relocation agreement between the State and the County will be forwarded to FHWA when finalized along with the assurances that the County is properly staffed, equipped and organized to perform such services.

Please program the acquisition of the necessary right-of-way with the Federal Highway Administration and provide us with a prefix. ✓

The above estimate covers files 53745-A through 53745-I as shown on map 9B-23-17.

DA:jr
attach.

cc: Doug Luth
Ken Rolfe

PROGRAM SECTION
MANAGER GP PROJECT UNIT S ✓
1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO Land
FOR ________

81-125-1387

ROW 11-4.1 (Region 1)

STATE OF OREGON

INTEROFFICE MEMO

TO: Gary Potter, Manager
Programming Section
Attn: Cliff Laux

DATE: November 23, 1983

FROM: Doug Luth
Doug Luth, Supervisor
Relocation Unit

SUBJECT: SE Sunnyside Road at SE 82nd Avenue Project
Clackamas County
IX-9718(7)

Attached for your consideration and processing is a relocation plan on the above project. As you can see, relocation impact for this project is minimal.

I understand that the programming estimate is in the process of being prepared and will be forwarded to you soon.

Should you have any questions regarding the attached plan, please call me at 8-6639.

DL:aes

Enclosure

cc: R. J. Henry
Ken Rolfe
Don Aman

to prepare [illegible].

PROGRAM SECTION
MANAGER ______ PROJECT UNIT ______
NOV 25 1983
MAN. ASSIST. ______ PROGRAM UNIT ______
REFER TO ______
FOR ______

RELOCATION PLAN

SUNNYSIDE ROAD REALIGNMENT AT 82nd AVENUE

November, 1983

Clackamas County Development Agency

RELOCATION PLAN
S.E. SUNNYSIDE ROAD REALIGNMENT AT 82nd AVENUE/HARMONY ROAD

This project will displace one business, Far West Federal Branch Bank (temporary/mobile building). There are no additional commercial, residential, institutional or non-profit organizations displaced by this project.

The Far West Federal building is a branch bank facility (mobile) that is temporarily placed on a large parcel of property owned by Far West Federal. The facility is approximately 1360 square feet in area and has 3 to 4 permanent employees. The main entrance is on 82nd Avenue and the site includes a driveway around the bank facility to the "drive-in window" and approximately 7 to 8 parking places for employees and customers. The existing site is approximately 100 x 120 feet in area, with sparse landscaping and asphalt/gravel drive and parking areas.

Location is important for this type of business, and it will be necessary (depending upon the negotiation process) to relocate the branch bank facility in the immediate vicinity, possibly on the northerly remainder of Far West Federal's property (17,076 square feet). During initial discussions with Far West Federal regarding this project, it was learned that they planned to build a large office building on the Sunnyside Road-82nd Avenue parcel. During these discussions, the County proposed and now plans to vacate a sizeable portion of Sunnyside Road right-of-way (eastbound lanes), and combine this vacated section of Sunnyside Road with the remainder of Far West Federal's property to form a much larger development lot for the bank facility. Through negotiations, it may result that Far West Federal prefers a temporary location elsewhere on 82nd Avenue, thus freeing up the remainder parcel for new construction, unhampered by their temporary branch bank facility. There are a number of vacant parcels further on 82nd Avenue that could easily accommodate the temporary branch bank facility on a shortterm land lease basis or Far West may want to replace the existing building with a smaller, temporary facility on their remaining parcel.

The County Development Agency will pay the business's actual moving costs and, if necessary, reimburse the owner for reasonable cost in searching for a replacement site. Relocation assistance will also be made available.

There are no known federal, state or local community projects planned for this area which would affect the supply and demand for available commercially zoned property in this area. The estimated leetime for this project is 6 months.

The following is a brief description of each property/tax lot affected by right-of-way acquisition including easements. Exhibit G attached to this reloaction plan depicts the general road alignment relative to each property/tax lot affected.

TAX LOT 100UR

Tax Lot 100UR involves the acquisition of (3,204 square feet) of a much larger property owned by Toys-R-Us Department Store. The property is occupied by a very large parking lot and the Toys-R-Us store building. The acquisition of a portion of this site will not involve any relocation of buildings or businesses, etc. It is currently zoned Commercial C-3.

A permanet easement (1,863 square feet) will be acquired for a retaining wall/sidewalk purposes. It lies adjacent to the above mentioned right-of-way acquisition and does not require any relocation of business uses.

TAX LOT 10200UR

This tax lot involves the acquisition of a permanent easement (85 square feet) at the northwest corner of 82nd Avenue and Harmony Road for sidewalk purposes. Property is owned by Richard Dyke, c/o Western Stations, and is currently occupied by a mini-market/gas station facility. The acquisition of this permanent easement will not involve any relocation of buildings or business uses. It is currently zoned Commercial C-3.

TAX LOT 3800UR, 3900UR, 4000UR, 4100UR, 4200UR

These five tax lots are owned by Far West Federal Savings & Loan. All will be affected to some degree by right-of-way acquisition (27,902 square feet total). Tax Lots 4000UR, 4100UR will be acquired in their entirety. Tax Lots 3800UR, 3900UR and 4200UR will have remainder areas after right-of-way acquisition. These five tax lots are owned by Far West Federal Savings & Loan; however, it should be noted that tax lot 3900UR is being purchased on contract from a Ruby Randall by Far West Federal Savings & Loan. The site is currently occupied by a branch bank building (1360 square feet), asphalt/gravel parking area (7 to 8 parking places) and driveways. Branch bank facility currently occupies all of tax lot 4000UR, 4100UR and a portion of 4200UR. It will be necessary to relocate this building/business to accomplish the project. Details of the relocation plan have been mentioned on a previous page of this report.

TAX LOT 4300UR

A small portion of this tax lot will be acquired for right-of-way (213 square feet). It is currently occupied by H & O Tavern/Restaurant and is owned by Byron Heels. Only a small portion of the frontage of this tax lot will be affected and will not require any relocation of buildings or business uses. It is currently zoned Commercial C-3.

TAX LOT 3700UR

The northern portion of this tax lot (10,768 square feet) will be acquired for right-of-way. The property is currently owned by Portland General Electric and is used as a transformer substation. The northern portion of the tax lot where acquisition will occur is unoccupied except for grass and minimal landscaping and is currently not used for substation activity except for access to Sunnyside Road. The acquisition will not involve any relocation of buildings or business uses. The property is currently zoned Commercial C-3.

A permanent easement (178 square feet) will be acquired with extension of a concrete box culvert. This permanent easement is located within the Phillips Creek streamway and does not require any relocation of businesses or business uses. It is currently zoned Commercial C-3.

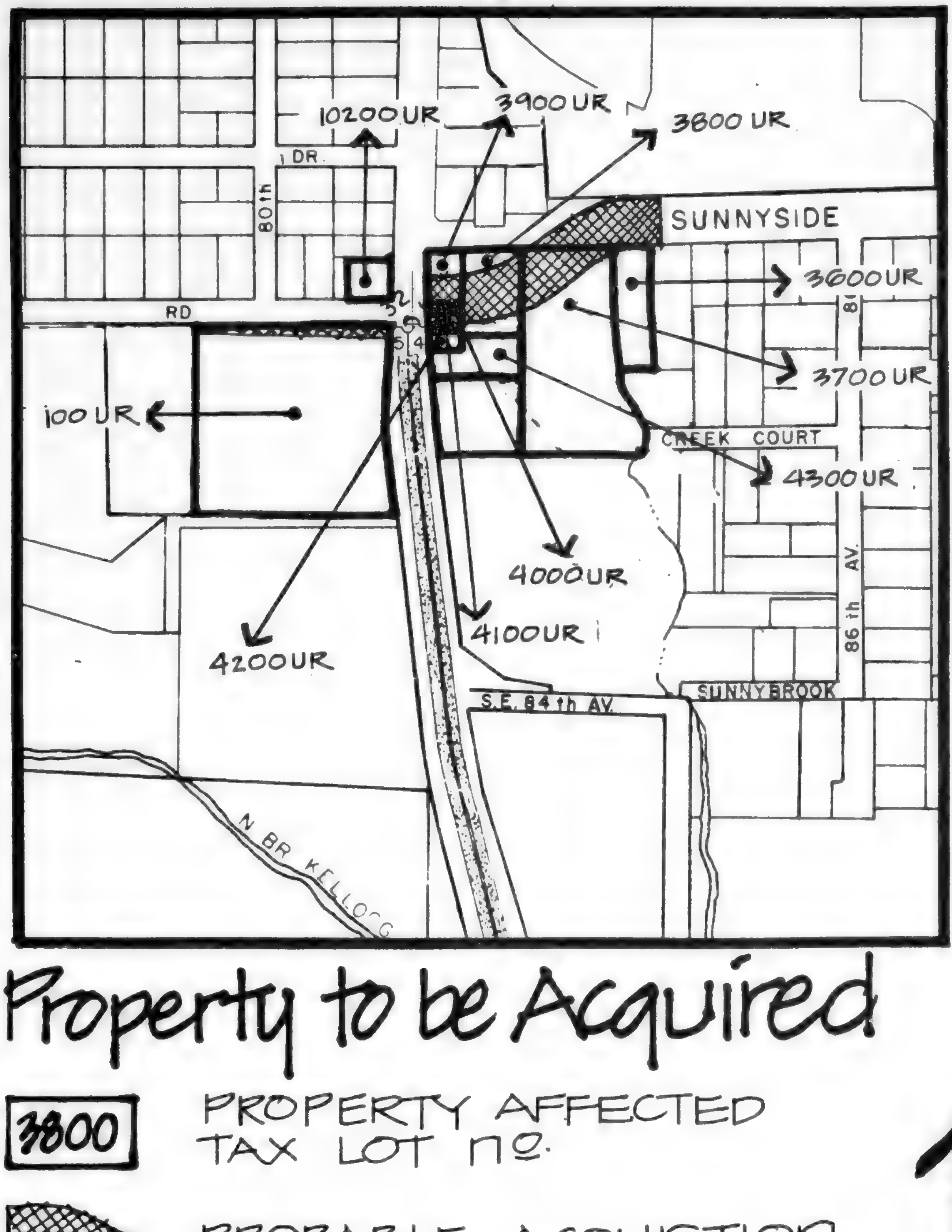
TAX LOT 3600UR

A small portion of this tax lot (313 square feet) will be acquired as a permanent easement for the extension of a concrete box culvert. The permanent easement area is located within the Phillips Creek streamway. There are no residential or business uses to be relocated. Property is currently zoned Campus Industrial C-I.

G

EXHIBIT

SUNNYSIDE ROAD REALIGNMENT AT HARMONY & 82nd AVE.



10200 UR
3900 UR
3800 UR
1 DR.
80th
SUNNYSIDE
3600 UR
RD
81
3700 UR
100 UR
CREEK COURT
4300 UR
4000 UR
AV.
86 th
4100 UR
4200 UR
SUNNYBROOK
S.E. 84 th AV.
N BR KELLOGG

Property to be Acquired

3800	PROPERTY AFFECTED TAX LOT NO.
▨	PROBABLE ACQUISTION AREA SHOWN SHADED.

N

Budget Bureau No. 41-R206

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

12-29-83

U.S

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		Co. Rd., Jct. S.E. 82nd Ave., E. 0.11 mi.		11,000	----	----	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	NUMBER 7
3	Right-of-Way Acquisition								IX-	9718

CARD

CLASS OF FEDERAL FUNDS: Interstate Substitutions General Funds

COUNTY NAME: Clackamas

CO

NAME OF URBAN AREA 17-31: Portland

ROUTE NO. U | FEDERAL-AID 9718 (32) | STATE Co. Rd. (36) (37) | U.S. ---

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS 85%	STATE FUNDS	OTHER FUNDS Co.
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW		"S.E. Sunnyside Rd. @ S.E. 82nd Ave. Section"	0.23	628,000	533,800	----	94,200
5					CONST (CODE)							

CARD	CODE	PREPARED BY		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	C.L.	PROJECT TOTALS	0.23	628,000	533,800	----	94,200
1	14	PROGRAM APPROVAL DATES			(16) (23)	(24) (33)		

REMARKS

Additional Data: Item N
Project No. IX-9718(7).

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

12-29-83

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

PROJECT LOCATION (45 typewriter spaces) Co. Rd., Jct. S.E. 82nd Ave., E. 0.11 mi. 21 65	**ADT**	PRESENT 11,000	FUTURE ---- (66) (70)	YEAR ---- (71) (72)	REGION 10	STATE NAME Oregon	STATE CODE 41 (2) (3)	APPN CODE 580 (4) (9)

SED WORK (35 typewriter y Acquisition 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) IX- 14 23	NUMBER 9718 7	SEQ. NO. (8) 13	I Projects Only POST MI. (24) (26)	DESIG. 27

ITEM NO. 30100 (14) (18)

NDS Interstate Substitutions General Funds	COUNTY NAME Clackamas		CODE 005 (14) (16)	PROGRAM STAGE ☐ 1 OR ☐ 2	
Portland	ROUTE NO. U	FEDERAL-AID 9718 (32)	STATE Co. Rd. (36) (37)	U.S. --- (41)	

WORK TYPE 43 46	STEP 53	TERMINI (Full description)	MILES (54) (58)	ESTIMATED PROJECT COST BY PHASES TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS 85% (67) (76)	STATE FUNDS	OTHER FUNDS Co.	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW		"S.E. Sunnyside Rd. @ S.E. 82nd Ave. Section"	0.23	628,000	533,800	----	94,200	
CONST (CODE)								ROW-90' normal; Access Control-partial; Parking Restrictions-complete.
BY	C.L.	PROJECT TOTALS	0.23	628,000 (16) (23)	533,800 (24) (33)	----	94,200	

PPROVAL DATES

REMARKS

Additional Data: Item No. 30100;
Project No. IX-9718(7).

-over

USCOMM DUSCOMM-DC 48905-P61

S.E. Sunnyside Rd. @ S.E. 82nd Ave. Section
Project No. IX-9718(8)

Project Data: Work consists of right-of-way acquisition all phases including relocation assistance as required for the future construction necessary to realign Sunnyside Road east of 82nd Avenue to meet the existing Harmony Road intersection.

Note:
1) This project is in Congressional District No. 3 & 5.
2) Relocation consists of the moving of one business at an estimated cost of $12,000.

ROAD DESIGN SECTION 378-6558 ROW 3-1

J. B. Boyd, Manager
Right of Way Section

December 12, 1983

J. H. Versteeg
Road Design Engineer

Files 53745-A through 53745-I
S.E. Sunnyside Road @ S.E. 82nd Ave. Section
S.E. Sunnyside Road
Clackamas County

Attached are descriptions (9 files), an authorization and right of way prints covering right of way required for the subject project.

As we discussed, these descriptions have not been entered into the Jacquard System as acquisition will be handled by the County.

By:

ORIGINAL SIGNED BY
W. H. WAKERLIG

W. H. Wakerlig
R/W Descriptions Supervisor

WHW:rlr
Attachments

10,040

CON 21-8
Clack.
Co.

AGR

STATE OF OREGON **INTEROFFICE MEMO**

TO: Ken Rolfe
Region 1 R/W Supervisor

DATE: December 12, 1983

FROM: Adele L. Egan, Supervisor
Right of Way Office Unit

SUBJECT: AGR 242
Sunnyside Rd. @ 82nd Avenue
Sunnyside Road
Clackamas County
FAP IX-9718

MISC. CONTRACTS and
AGREEMENTS No. 7867

Rod Henry approved your agreement with Clackamas County December 9. Two copies are attached.

The prefix for the appraisal review work will be 103-8298.

AE
mp
Attach.

cc: Finance, w/c
Comm. Serv., w/orig.
Appraisal

1-6-84
noted in
appr.
book

81-125-1387

10,040

12-9-83 KARL KELLER

SUNNYSIDE RD. @ 82ND AVE.

PRELIMINARY EST. CONST	$600,000
" " R/W	495,000
TOTAL	$1,095,000
REQUIRED FED. FUNDS	$930,750

TIP	CONST	285,000
"	R/W	700,000
	TOTAL	$985,000

Assuming R/W estimate of $495,000 from notes on Engineers narrative, their is adequate funding in the TIP for this project at this time. Notified Jon Rose - Ted Spence called and agrees to proceed - no problems. I notified Karl Keller.

10,040

CON 21-8
Clack. Co.

U.S. Department
of Transportation

**Federal Highway
Administration**

Memorandum

THE OREGON DIVISION - SALEM

Subject: Oregon Project IX-9718(-)
SE Sunnyside Road - SE 82nd Avenue
Ref: Doug Luth Memo 11/30/83

Date: December 5, 1983

From: Division Administrator

Reply to Attn. of: HRW-OR

To: Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division

The proposed relocation assistance agreement between the Highway Division and Clackamas County submitted by Mr. Luth's memorandum is approved providing a determination is made that Clackamas County is adequately staffed, equipped, and organized to provide such services and/or payments prior to entering into the agreement.

John R Wickman
for Dale E. Wilken

cc:
OSHD (J. B. Boyd, R/W)
OSHD (Doug Luth, R/W)

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
DEC 6 '83
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

040

Clackamas

ROAD DESIGN - HIGHWAY DES 16

J. E. Backstrand
Assistant Bridge Engineer

November 28, 1983

Fred Eriksen
Fred Eriksen
Design Supervisor

S.E. Sunnyside Road @ S.E. 82nd Ave.
Sunnyside Road
Clackamas County

This is an FAI-X project to realign a section of Sunnyside Road. The extension of a double 6'x6' box culvert on one end is required. The end of the existing double box is on approximately a 50° skew angle. I don't believe the extension can be handled by standard drawings.

Attached is a print of the detail map at the box culvert location and an additional larger scale print of the culvert details.

Please furnish us with design data for the box extension to be included in the contract plans.

The project is presently scheduled for a March 22, 1984 contract letting.

FE:mg

Attachment

cc: Karl Keller

RECEIVED
NOV 28 1983
ROAD DESIGN SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmeyer
Turpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up
Action

10,040

DEPARTMENT OF ENVIRONMENTAL SERVICES

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

THOMAS J. VANDERZANDEN
Project Development Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

October 19, 1983

Gary A. Potter, Manager
Program Section
Department of Transportation
Highway Division
Transportation Building
Salem, OR 97310

SUBJ: Limited Power of Attorney -
Clackamas County Development Agency
Realignment of Sunnyside Road at 82nd Avenue (#7867)
Engineering Design for Emergency Preemption System (#7845)
Clack. Town Ctr. Signals

Dear Mr. Potter:

Attached herewith are two Limited Power of Attorney's for the above mentioned projects/agreements.

DAVID R. SEIGNEUR, A.I.C.P. - Director
Clackamas County Development Agency

/mb

Attach.

cc: John Rose
Department of Transportation
Highway Division
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

cc: Jan Peterson

PROGRAM SECTION
MANAGER ____ PROJECT UNIT S ✓
OCT 20 1983
MAN. ASSIST. ________ PROGRAM UNIT ________
REFER TO ____________________
FOR ____________________

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Clackamas County Development Agency hereby appoints the
Local Government Unit
Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Clackamas County Development Agency has deposited with
Local Government Unit
the State of Oregon Investment Pool the sum of $ 3,525.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with the realignment of Sunnyside
Project Name
Road at 82nd Avenue (Agreement #7867)

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Clackamas County
Local Government Unit
Development Agency

this 6th day of October, 1983 by a vote of the majority of a quorum

of its governing body.

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Ralph Groener

Robert Schumacher - Chairman

Ralph Groener - Commissioner

Dale Harlan - Commissioner

Form No. 734-1812(2-80)

LIMITED POWER OF ATTORNEY
LOCAL GOVERNMENT INVESTMENT POOL

The Clackamas County Development Agency hereby appoints the
Local Government Unit

Investment Manager of the Oregon State Excess Fund, as attorney in fact for it and said officer shall have the power of attorney to negotiate warrants made payable to the Oregon State Department of Transportation, Highway Division and delivered to said officer by either H. S. Coulter, State Highway Engineer; Vernon E. Skoog, Highway Division Controller; Frank R. Griffin, Highway Division Assistant Controller; or Richard Hacek, Highway Division Assistant Controller for the State of Oregon, for the purpose of depositing the proceeds of such warrents to the account of the Oregon State Department of Transportation, Highway Division, with the Oregon State Treasurer.

The Clackamas County Development Agency has deposited with
Local Government Unit

the State of Oregon Investment Pool the sum of $10,000.00. The purpose of this deposit is to create a fund from which to pay its share of the cost of certain improvements to be made in connection with engineering design of an
Project Name

emergency vehicle preemption system for 82nd Avenue Sunnyside Road (Agreement

#7845).

By this document it authorizes the Highway Division of the State of Oregon, Department of Transportation to draw on the account created by this instrument for the purposes above stated with the State Excess Fund. The authorized signatures of withdrawal will be one of any of the following: H. S. Coulter, Vernon E. Skoog, Frank R. Griffin, or Richard J. Hacek. The signature of either upon a voucher in a form acceptable to the custodians of the State Investment Pool shall constitute proper authority for the withdrawal of money up to the total amount of the deposit identified above.

The authorized signatures of the above individuals shall be furnished by the Highway Division of the Department of Transportation to the State Treasury Department.

This power of attorney was authorized by Clackamas County Dev. Agency
Local Government Unit

this 6th day of October, 1983 by a vote of the majority of a quorum of its governing body.

CLACKAMAS COUNTY BOARD OF COMMISSIONERS

Ralph Groener

Robert Schumacher - Chairman

Ralph Groener - Commissioner

Dale Harlan - Commissioner

Form No. 734-1812(2-80)

FILE

STATE OF OREGON

HIGHWAY DIVISION - LOCATION UNIT

INTEROFFICE MEMO

LOC 3

TO: MEMO TO THE FILES

DATE: October 14, 1983

FROM: John Grassman
Bicycle Program Coordinator

SUBJECT: Bicycle Facilities
S.E. Sunnyside Road @ 82nd Avenue
Sunnyside Road
Clackamas County

The subject realignment of Sunnyside Road at 82nd Avenue, as received from Clackamas County, calls for construction of a separated, two-way bicycle path on the southerly side of Sunnyside and Harmony Roads. This type of facility appears to be the best choice along Sunnyside Road but not necessarily so along Harmony Road.

Clackamas County is currently going through the project development phase for an improvement called Milwaukie CBD - 82nd Avenue along Railroad and Harmony Roads. One of the design options specifies on-street, shoulder bike lanes. The facilities constructed on Harmony Road, as a part of the Sunnyside realignment, should not preclude the eventual possibility of having on-street bike lanes.

JWG:ge

cc David Seigneur, Clackamas County
Ed Hardt
Don Adams

NOTED

Contains Recycled Materials

Clackamas Co.

203-1920

STATE OF OREGON

INTEROFFICE MEMO

REFERRED TO
1 Watson W Mann
Cole Stoudenmeyer
Erikson King
Beard Bedford Leu
Return Discuss Do File Due
By FINAL DESIGN ENGINEER
Do we have this yet?
Do Not File ☐
Return To
Bring Up / /
Action

1 Versteeg ✓
Anderson
2 Adams
3 Macnab W
Stoudenmeyer
Terpin
Trout
prcy Wakerlig

RECEIVED
OCT 12 1983
ROAD DESIGN SECTION

TO: FRANK TERPIN
Location Engineer

DATE: October 11, 1983

FROM: JAMES D. McCLURE
Project Development Engineer

SUBJECT: Preliminary Engineering Package
S.E. Sunnyside Road @ 82nd Avenue
Sunnyside Road
Clackamas County

I requested Paul Hailey, under a separate cover letter, to submit the preliminary engineering package for this project last week as Curt Duval was on vacation. Due to the complex nature of this project which was managed and being expedited by Clackamas County, I feel some additional background information on the project would be appropriate. To expedite the project, Clackamas County front-ended the preliminary engineering funding for the project. The project has been under the direction of David R. Seigneur, Director of the Clackamas County Town Center Development Agency, and a consultant firm, Kampe & Associates, Inc., was hired to perform the preliminary engineering. Attached is an August letter from Dave Seigneur which was the original transmittal of the project containing general information on the project, some history and commitments made by the County during the development phase. Also attached is my August 23 letter requesting additional information based on our initial review.

The major reason for expediting the project was a new bank building being proposed by Far West Federal Savings and Loan, which would have conflicted with the new alignment. Currently, the bank building is housed in a temporary mobil office on the east side of 82nd Avenue opposite Harmony Road. Originally, this project was part of the Railroad/Harmony Improvement Project being handled by Clackamas County but split into a separate project due to the proposed new bank building. The County recognized it was a now or never situation to correct the existing off-set intersection of Harmony Road and Sunnyside, which does not operate well at the present time.

The County and their consultant worked closely with the major property owners in the area of the intersection to a successful conclusion. The design and right-of-way to be acquired is based on the selected alternative which I assume is acceptable to the adjacent property owners. Therefore, the right-of-way acquisition phase to be handled by the County should move quite rapidly. The right-of-way for the realignment is estimated at $610,000, making up the major share of the project, with construction estimated around $400,000. The County is requesting we target a January 1984 bid letting for the project to meet their commitments with Far West Federal Savings and Loan.

County staff will acquire the right-of-way and to meet their ambitious schedule we will need to program right-of-way funds with FHWA as soon as possible. The bid letting schedule should not be a problem, however, the short time-frame for right-of-way acquisition appears tight. To help the

County, I would appreciate that we expedite the right-of-way programming phase.

The right-of-way map, programming estimate, and descriptions, prepared by the County's consultant engineering firm, appear adequate requiring our review and assigning file numbers only to process the right-of-way funding. If any additional information is needed, please advise me or Ken Rolfe, who will be working with the County in an advisory capacity during the right-of-way acquisition phase.

Following review of the project by Final Design, I would appreciate being contacted in reference to a bid letting schedule for the project. Also, if any additional field data is needed by Final Design, either Curt Duval or I should be contacted.

I would appreciate your help in expediting the project so we can program right-of-way funds as soon as possible and advise the various sections who will be handling the project of the County's desire to meet a January or February bid letting on the project.

po

cc: David Seigneur
E. L. Hardt
Gary Potter - Please update PCS
Don Adams - Please advise of earlier bid letting
Bruce Boyd
pr Hank Wakerlig
Ken Rolfe
Ted Spence
Curt Duval

Attachment

/ 10,040

DEPARTMENT OF ENVIRONMENTAL SERVICES
UTILITIES DIVISION
JOHN C. McINTYRE
Director
DAVID J. ABRAHAM
Utilities Director

August 17, 1983

Clackamas County Development Agency
Attn: David Seigneur
902 Abernethy Road
Oregon City, OR 97045

CCSD #1 - SUNNYSIDE-HARMONY-82nd INTERSECTION

We have examined the preliminary engineering study of the Sunnyside Road-Harmony Road-82nd Avenue Intersection. Two main areas for consideration from the District standpoint are the adjustment/reconstruction of manhole frames and the preservation of easement rights in vacated streets.

We are requesting a list of manholes and both existing and proposed grades prior to your approval of the final design. This will enable our maintenance crew to determine the need and/or method of manhole work to be done. Normally, this would not be necessary, but previous road construction in this area has already changed several manholes. Attached is a list of manholes affected by this project.

In addition, some areas proposed to be vacated may contain District owned facilities. Where the facilities were originally constructed within public right-of-way, there is no easement of record. We must have notification prior to any vacation proceedings.

The manhole locations and elevations appear to be properly noted on the drawing and should present no problems in the final design.

Thanks for the information.

Jay Bacon
JAY BACON
Engineering Technician

/mb
Attach.

Curt: Sewer Dist. is concerned
about new "right" to adjustment
[illegible] design proposes
[illegible] want to [illegible] #1
[illegible] new grade and
[illegible] proposed -
Dave S.

902 ABERNETHY ROAD • OREGON CITY, OREGON 97045 ★ (503) 655-8521

Harmony Road Street Station	Offset	District Number
101+90	12' Lt.	LP2-4
104+08	10' Lt.	LP2-5

Existing 82nd Avenue Street Station	Offset	District Number
106+14	8' Lt.	LP 269
106+42	151' Lt.	LP 268A
106+51	207' Lt.	LP 267A
106+56	200' Lt.	LP 268
110+22	66' Lt.	LP3-1

MEMORANDUM

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE, Director
WINSTON W. KURTH, Deputy Director
THOMAS J. VANDERZANDEN, Project Development Director
DAVID R. SEIGNEUR, Development Agency Director
BENJAMIN R. RAINBOLT, Administrative Services Director

TO: PERSONS ATTENDING THE JULY 14TH MEETING

FROM: GARY SPANOVICH

DATE: JULY 20, 1983

SUBJECT: SUNNYSIDE REALIGNMENT PROJECT - MINUTES ON THE DISCUSSION OF FULL OR PARTIAL VACATION OF THE OLD SUNNYSIDE ROAD RIGHT-OF-WAY

Meeting Attendees:

.Ben Franklin:	Robert Foote, Vice-President Ted Parent, Real Estate Manager Robert Scheryer, Attorney
.Dunkin Donuts:	John Jenkinson, Construction Manager John Parkhurst, Attorney Vern Gibney, Store Manager Ethel Gibney, Store Manager
.Far West:	Neil Jaques, Vice-President Russ Hanson, HDVTN
.Clackamas County:	Tom VanderZanden, Division Director Brian Campbell, Planner Cindy Phillips, County Counsel Gary Spanovich, Project Manager.

Copies Sent To:

David Quinsland, McDonalds
Dominic Mancini, Planning Director, Clackamas County
Ron Stangel, Principal Planner, Clackamas County
Bernie Straight, Traffic Engineer, Clackamas County
Jeff Kaiser, ODOT
Curt Duval, ODOT
Wilbur Schick, County Right-of-Way Specialist
Jim McClure, ODOT

BACKGROUND

The purpose of the meeting was to discuss options related to vacating the Northern portion of the old Sunnyside right-of-way (ROW). The County has two options on the northern portion of the old ROW as follows:

1. Maintain the northern portion of the ROW as a County Road.
2. Fully vacate the northern portion and allow the four property owners and leasees: Charles Henderson/Dunkin Donuts/McDonalds; Ben Franklin; Far West - to determine its use as a shared parking arrangement.

In either option the County intends to vacate the southern portion of the old ROW and negotiate with Far West for acquiring other Far West property needed for the intersection realignment.

Initial contacts with some of the four property owners named indicated a favorable response to the concept (Option 2).

This was the fourth meeting of the property owners to discuss County options on vacation.

Previously the County had prepared a sketch site plan (refer to Figure on next page), on one alternative shared parking arrangement.

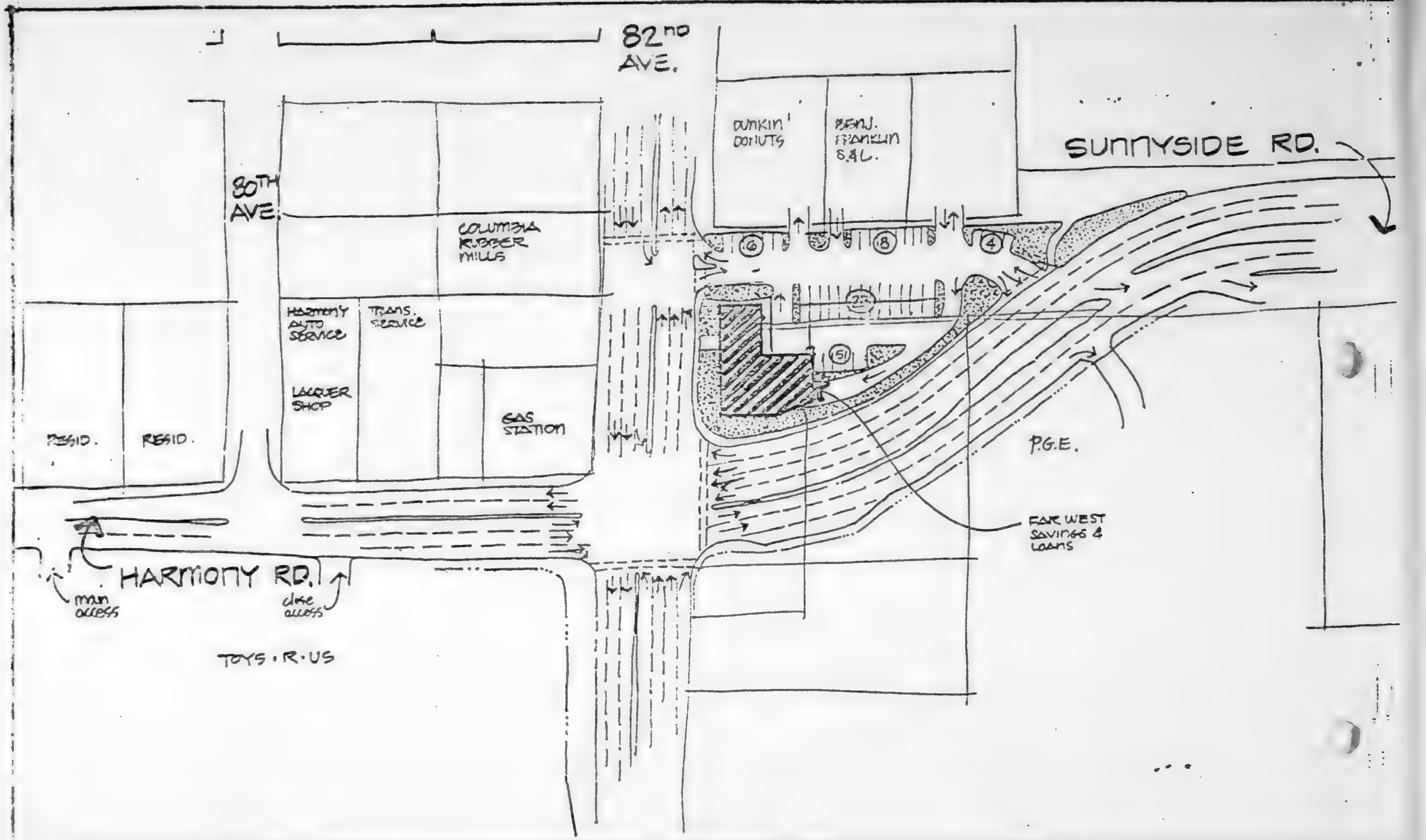
Full vacation of Sunnyside and its use in a shared parking arrangement offers the following advantages:

1. Will significantly reduce westbound through movements seeking to avoid the 82nd/Sunnyside intersection.
2. Will offer more parking to all four property owners.
3. Can stimulate business and reduce vehicular trips by offering a "one-stop" shopping arrangement.
4. Will significantly improve safety and access for property owners while maintaining the over-all capacity of the intersection.

RESULTS OF THE JULY 14TH MEETING

Russ Hansen, representing Far West, presented two alternative parking arrangement site plans. Meeting participants favored the scheme which had parking spaces on either side of the ROW.

The County indicated they had completed preliminary engineering on the intersection. The drawings will be forwarded to ODOT next week for final design and preparation of bid documents. ODOT will also be acquiring the ROW; and this should begin in the next month or two. The project is expected to be completed in 1984.


82ND AVE.
80TH AVE.
SUNNYSIDE RD.
HARMONY RD.
DUNKIN' DONUTS
BENJ. FRANKLIN S.&L.
COLUMBIA RUBBER MILLS
HARMONY AUTO SERVICE
TRANS. SERVICE
LACQUER SHOP
GAS STATION
RESID.
RESID.
P.G.E.
FAR WEST SAVINGS & LOANS
main access
close access
TOYS · R · US
6
8
4
25
51

CLACKAMAS CO.
DEPT. OF
ENVIRONMENTAL
SERVICES
POLICY AND
PROJECT
DIVISION

SUNNYSIDE
REALIGNMENT
PROJECT

PROPOSED
"SHARED PARKING"
ARRANGEMENT WITH
THE NEW SUNNYSIDE
DESIGN.

NORTH

The County asked whether the property owners were in agreement that the County should completely vacate the northern portion of the old Sunnyside ROW. Far West and Ben Franklin indicated this was preferable as more parking spaces would result. Mr. Jenkinson indicated someone at a higher level would have to give official comment. Charles Henderson indicated by phone that whatever his lessees wanted was okay with him.

The group broke up endorsing Far West to proceed with their development plans and the shared parking arrangement with full County vacation. However, all indicated they want to review the final Far West site plan.

The County indicated, that when the Planning Director reviews the scheme, he would do so in a joint meeting with Far West/Ben Franklin/McDonalds/ Dunkin Donuts. Also, that one common sign is allowed under existing ordinances at each access point.

At that time, and prior to any County vacation, a legal agreement will have to be signed by all parties to deal with the following issues:

- Maintenance of the shared parking arrangement.
- Street lighting, if needed.
- Insurance.
- Access in perpetuity to all properties.
- Protection of underground utilities.
- Who will pay for developing parking spaces on the north side - this cost should be minimal as only striping/curbing is involved.

Far West indicated they will submit a site plan to the County in the next two months. At that time another joint meeting will be held to review their site plan and the property owner agreement will be finalized.

/hb

10,040

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE
Director

THOMAS J. VANDERZANDEN
Project Development Director

WINSTON W. KURTH
Deputy Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

July 29, 1983

Mr. James D. McClure
Project Development Engineer
Dept. of Transportation
Highway Division - Region 1
P. O. Box 02157
Portland, Oregon 97202

SUBJ: Completion of the Clackamas County Preliminary Engineering Study on the Sunnyside Road/Harmony Road/82nd Avenue Intersection

Dear Jim:

We have completed the preliminary engineering report and plans for the Sunnyside intersection realignment project. I am forwarding to you both the County's effort and the plans and report prepared by our consultant, Kampe & Associates. From this point on we expect all further engineering, right-of-way acquisition and construction to utilize available federal funds.

It is my expectation that ODOT will perform the following work on the project:

is [illegible] a Auth for Survey [illegible]

1. Prepare final engineering design plans, quantities, bid documents and specifications sufficient to go to bid. Please adhere to the preliminary engineering drawings we have attached. They represent adherence to:

   a) federal standards (Kurt Duvall has monitored this);
   b) the County's design for improving a county road; and
   c) design commitments which have been coordinated with adjacent property owners.

   Any design changes to the preliminary plan must be approved by the county.

2. Bid the project no later than January, 1984. This is critical because of commitments the county has made to adjacent property owners. Far West Federal is preparing final architectural drawings for a site on the existing Sunnyside ROW. Thus, the county intends to vacate the old Sunnyside ROW once the project is built. Far West can only proceed with their development when the project is complete. If the project is not complete in 1984, it will cause problems for all parties involved.

902 ABERNETHY ROAD * OREGON CITY, OREGON 97045 * (503) 655-8521

The County Development Agency will acquire all necessary right-of-way. This process should begin immediately. Please refer to the appraisal which Donnerberg Appraisal Co. prepared for us. Also Kampe Associates has prepared the right-of-way taking descriptions and will do the final staking. The county intends to vacate all of the old Sunnyside ROW. However, we will do this only after all right-of-way has been acquired and the project has been constructed. Lengthy discussions have been carried on with the affected property owners and businesses, and they are working on plans now to utilize the old right-of-way. The existing situation is documented in the package of material accompanying this letter.

Once the project is bid, the county intends to use its own inspectors, and handle project management of construction and the necessary inspections. In the event we need an outside civil engineering consultant, we will select one using FHWA procedures and have the contract approved by you and FHWA. In any event, we intend to use federal funds for construction management and inspection.

We would appreciate it if you would inform us of the following:

1. Identify your project manager and contact person for preparing bid documents.

2. Prepare a brief monthly progress report for us regarding bid documents. Again, it is critical bids be let by January, 1984. ? They are 2 months late - They donot submitt report to us

3. Provide us with monthly cost estimates for the work you are charging to the project. The county has also kept track of its costs on the project and would like to make the most effective use of its limited financial resources.

203-1920 4. Amend the ODOT/Clackamas County project agreement to reflect our intention of doing ROW acquisition, construction inspection and construction project management.

5. Advise us whether ODOT will supply the equipment for the new signal if the county will pay for the installation. The two existing signals would then be removed, reconditioned and returned to the State's equipment supply. [illegible]

It's also important to note the following background information:

263-1920 1. The final pavement thickness design for this project requires further investigation and testing during the final design phase. We recommend that several soil samples be taken along this new roadway alignment and R values be determined for use in final pavement thickness design.

2. The new alignment on the S.E. Sunnyside Road portion traverses properties owned by Farwest Federal Savings and Portland General Electric Company (PGE). The existing Farwest Federal Savings building will require relocation or demolition to facilitate new roadway construction. Portland General Electric's property does not have any structures within the proposed roadway construction, with the exception of a chainlink fence along their westerly property line. The new roadway construction in the vicinity of Phillips Creek will require a 25-foot extension of the existing box culvert along its existing alignment. There will be two access points along this realignment

via driveway approaches. One of these driveway approaches will serve the PGE property, while the other will serve as access to the existing businesses and the remaining parcel to the north of the new alignment. The existing one-way access to the frontage road east of Phillips Creek will be widened to accommodate future bus traffic. The traffic medians on this portion of the improvements will be raised concrete with 6-inch curb exposure on all sides.

3. The project will close the easterly driveway access to the TOYS "R" US site and will have painted rather than raised concrete traffic medians on Harmony Road.

4. Improvements to S.E. 82nd Avenue will include restriping lanes to accommodate the new intersection alignment with new curb and sidewalk along the east side. A new right-turn lane is required in the northbound lanes, which will necessitate a 4-foot widening as shown on the enclosed drawing. Raised medians could be included on 82nd within approximately 150 feet north and south of the intersection. ?

5. This project allows for farside bus stops with a bus turnout designed on the south side of S.E. Sunnyside Road at the intersection with S.E. 82nd Avenue.

6. A bikeway is designated along the south side of S.E. Harmony and S.E. Sunnyside Roads and is part of this project. The bikeway is designed to be 8 feet wide and parallel to the curb line on S.E. Harmony Road, and to pass south of the bus turnout on S.E. Sunnyside Road. The bikeway again parallels S.E. Sunnyside Road just to the east of the bus turnout with connection to the frontage road. This bikeway must be clear of any obstructions along its route. Along the TOYS R US site the bikeway will require a short retaining wall with a fence, due to the elevation differential between the parking lot and the bikeway grade.

7. The north side of S.E. Harmony Road is designed to have an 8-foot wide sidewalk extending from S.E. 80th Avenue to connection with the existing sidewalk on S.E. 82nd Avenue. The existing sidewalk along the north side of S.E. Sunnyside Road will remain as originally constructed, which means no new sidewalk will be needed on the north side of the realigned portion of the street. A new sidewalk is proposed to be constructed along the east side of S.E. 82nd Avenue from the existing sidewalk in front of DUNKIN' DONUTS to the end of the right-turn lane taper in front of RB FURNITURE.

8. Traffic approaching this intersection from the west on Harmony will have a left-turn lane, one through only and one right-turn option/through lane. These through lanes will continue to the east matching into the existing road alignment just beyond Phillips Creek. Traffic approaching from the east will have a left-turn lane, an optional left-turn/through lane, a through only lane and a right-turn only lane. The through lanes will continue to the west with the outside lane ending at S.E. 80th Avenue. The county's recommended pavement marking and signage plan is also included.

9. A portion of the existing S.E. Sunnyside Road improvements is shown to remain along the frontage of the existing businesses. These businesses are located on the north side of the street. This remaining portion of the street is to be connected to the new alignment of S.E. Sunnyside Road with a driveway approach. The intersection of S.E. 82nd Avenue is to remain in the same location, but to be a narrower width than exists at this time. During the preliminary design phase, it was decided that this intersection is to be a driveway approach rather than a curbed street opening, although flaired to the north as much as possible. A raised triangular island should be constructed here to channelize traffic, forcing a right turn from this exit.

10. The access to PGE property is shown adjusted slightly to the west, with a new driveway approach constructed. There are no other access points shown along the new S.E. Sunnyside Road alignment except for the frontage road at the easterly end of the project.

11. Along S.E. Harmony Road, all existing access points are to remain, except for the easterly driveway to TOYS "R" US, which is to be closed. The design speed is to match the existing posted limit of 35 MPH.

12. The design presented in the attached plans allows for a 35 MPH design speed with reverse curves at radii of 350 feet and superelevations of .06 F/F. This design matches grade at S.E. 82nd Avenue without reconstructing the existing driving lanes in either the northbound or southbound directions.

13. All turning lane storage capacities are designed for their maximum needs through the year 2000, as computed by ATEP (summary table in Appendix). The left-turn lane from S.E. Sunnyside Road to southbound S.E. 82nd Avenue would require 315 feet of storage if designed as a single lane. We have recommended that the inside through lane on Sunnyside be designated as a left-turn/through lane, which reduces the required storage length to 189 feet. This also eliminates the interference with turning movements from the driveway access to the Farwest Federal site.

14. The driveway access point along S.E. Sunnyside Road shown for the Farwest Federal site is positioned to give optimum turning capabilities, while minimizing the temptation to use the Farwest Federal site for through traffic. PGE's new driveway does not allow for left-turn access. The driveways shown on S.E. 82nd Avenue are positioned to eliminate the left-turn movement from the Farwest Federal site southbound.

15. The S.E. Harmony Road alignment allows for improvement of the intersection, while providing for future road improvements beyond S.E. 80th Avenue to the west. The design calls for a paving overlay transition from the existing grade to the new finished grade at Station 100+00, where the full depth paving section begins.

16. During ATEP's analysis and preliminary design, it was observed that the APROPOS traffic signal program offers optimum progression to only one direction of travel at a time. Their review also indicates that the S.E. Sunnyside Road progression system only extends from the Kaiser Hospital entrance to S.E. 86th Avenue and does not affect the S.E. 82nd Avenue

intersection. Therefore, the new signal at the realigned intersection will not impact the existing system on S.E. Sunnyside Road. The coordinated traffic system on S.E. 82nd Avenue includes the S.E. Harmony Road/S.E. Sunnyside Road intersection. The impact of moving the soutbbound signal 180 feet further south can be mitigated by adjusting the offset timing. The signalization data is further discussed in documents included in the Appendix. ATEP recommendation and observations are as follows:

a. The County should negotiate with the State to have the State supply the equipment for the new signal and the County pay for the installation. The existing equipment would then be removed, reconditioned and returned the the State's equipment supply.

b. The offset for southbound traffic on S.E. 82nd Avenue would be changed to provide adequate progressions.

c. The overall traffic impact on S.E. 82nd Avenue, due to the realignment of S.E. Sunnyside Road, is minimal.

17. A 4" water line under the existing eastbound Sunnyside lanes should be abandoned, since a parallel 12" line should be adequate.

18. Part of old Sunnyside, northeast of new driveway should be landscaped.

Sincerely yours,

DAVID R. SEIGNEUR, Director
Development Agency

/tlo

cc: Transmittal letter only --
Winston Kurth
Gary Spanovich, Project Manager
Cindy Phillips, County Counsel
Bernie Straight, Traffic Engineer
Tom VanderZanden, Project Development Director
William Sanders, Utilities Division
Dominic Mancini, Planning Director
Ken Rolfe, ODOT
Curt Duvall, ODOT
Jeff Kaiser, ODOT
Jon Rose, ODOT

351

Con 21-8
Clack.

July 15, 1983

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, OR 97045

AGR 4

MISC. CONTRACTS and
AGREEMENTS No.

Gentlemen:

Attached for your records is a fully executed copy of an agreement covering the Sunnyside Road at 82nd Avenue Project (Cascade Highway North).

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

FKN:bk

Att.

bc: Don Harwell (agree. att.)

10,040

July 20, 1983

PRO ACC

Mr. Winston Kurth
Assistant Director
Department of Environmental Services
Public Works Department
902 Abernathy Road
Oregon City, OR 97045

Dear Winston:

We have Federal Highway Administration approval to proceed with the preliminary engineering phase on the Sunnyside Road at 82nd Avenue project.

The Agreement No. 7867 requires a deposit for the County share of P.E. work to be accomplished by the State, be made at this time. The County share is computed as follows:

Total Estimated P.E. Cost	$41,000.00
Less P.E. work by County	17,500.00
P.E. work by State	$23,500.00

County Share: 15% of $23,500.00 = $3,525

You may use one of the three options for payment described in the attachment.

Very truly yours

ORIGINAL SIGNED BY
GARY A. POTTER
Gary A. Potter, Manager
Program Section

GEE:pf
Attachment
bcc w AD #83 62: Jon Rose, Metro Region
Vern Skoog - Please return completed AD #83 62 when deposit is made.

Rec'd 9 9 83
LCIP

2

10,040

CON 21-8
Clack. Co.

DATE: July 1, 1983 CON 21

TO: The Honorable Victor Atiyeh
Governor of Oregon

FROM: Fred D. Miller
Director

SUBJECT: Substitute Transportation Projects Using Withdrawn Interstate Funds

Your letter of January 15, 1982, requested I keep you informed as to the projects considered to use withdrawn Interstate funds.

The projects in the Portland urbanized area submitted to the Federal Highway Administration during the months of April 1983 through June 1983 are:

1) Marine Drive-Union Avenue (Portland) Section
2) SE Sunnyside Road at SE 82nd Avenue Section
3) Banfield Corridor Rideshare Marketing Program
4) Banfield Corridor Traffic Monitoring and TSM Projects
5) Fiscal Year 1984 Unified Work Program (Portland)

There were no projects submitted for the Salem urbanized area during this period of time.

The criteria used to select these projects are based on the Region's transportation planning process which embodies a continuing cooperative approach. The projects are included in the Region's Transportation Improvement Program.

bcc: H. S. Coulter
Robert N. Bothman
Gary A. Potter
E. L. Hardt
C. O. Fredrickson

JLG:pf
fn

10,040

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration
Salem, Oregon 97301

OREGON DEPT. OF TRANS[illegible]TATION-HIGHWAY DIVISION
ADDENDUM TO LO[illegible]TION PROSPECTUS AND
5-26-83 REQUEST FOR FEDERAL AID
PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. U	ROUTE NO. STATE
Co. Rd., Jct. SE 82nd Ave., E. 0.11 mi. "SE Sunnyside Rd. @ SE 82nd Ave. Sec."	178	30100	IX-9718(7)	9718	Co. Rd.

Access Control None Parking Restrictions Complete System Revision None

Airports (within 2 Mi.) None ROW 90' min.

Water Development None Recreation & Historical Areas None

County Clackamas Code 005 (Mt. Hood Transfer)

A-95 Review:

State Cl. Ho. .... Exempt ___ Date Approved 5/25/83 OR 830427-062-2

Dist. 2 Cl. Ho. ..... Exempt ___ Date Approved in MSD TIP No Reply ___

Project Environmental Assessment: FHWA Concurrence Dated 3/11/83

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 3.

(2) Included in MSD FY '83 AE/TIP on pg. 87, #135.

(3) TOPICS type project.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 41,000
85%	FF	$ 34,850
	STATE	$ ----
	Co.	$ 6,150

For PR-37:
Field Phase $
PS&E Phase $

REMARKS:
1) Attached is a copy of "Authority for Survey" & project map.
2) Concept approved in April 13, 1983 letter to you from Director of ODOT.

JLG:bks

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
5/26/83	GARY A. POTTER	MANAGER, PROGRAM SECTION

XC: GARY ZEHNER

10,640

OCN 2158
Clack. Co.

RECEIVED
STATE HWY ENGR
MAY 26 '83
REFER TO
FAU 9
CLACKAMAS
FOR

Info	Inves	R/D	L/R	Sign	Act	File

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage St. N.E.
Salem, Oregon 97310, Phone: 378-3732
Toll Free Number - 1-800-452-7813

PROGRAM SECTION
MAY 26, 1983
cc: FHWA
State Hwy. Engr.
Loc. Unit
ROW Sec.
Road Design Sec.
Environmental Sec.
Bridge Sec.
Aeronautics Div.
Fed.-Aid Group
Reg. M: E.L. Hardt
Dist. 2C: H.E. Woodward

NOTED
H.S. COULTER

CONCLUSIONS

APPLICANT: Dept. of Transportation

PROJECT TITLE: SE Sunnyside Rd/SE 82nd Ave

DATE: May 25, 1983

The State has reviewed your project and reached the following conclusions:

☒ No significant conflict with the plans, policies or programs of state government have been identified.

☒ Relevant comments of state agencies are attached and should be considered in the final design of your proposal.

☐ Potential conflicts with the plans and programs of state government:

  ☐ may exist.

  ☐ have been identified and remain unresolved. The final proposal has been reviewed and the final comments and recommendations of the state are attached.

  ☐ have been satisfactorily resolved. No significant issues remain.

A copy of this notification and attachments, if any, must accompany your application to the federal agency as required by OMB A-95.

Comments of appropriate local review agencies will be submitted to you separately and must also be included.

> NOTICE TO FEDERAL AGENCY
>
> The following is the officially assigned State Identifier Number: **OR 830427-062-2**
>
> This number should be used on all correspondence and particularly on SF-424 as required by OMB A-95.

Dolores Streeter
A-95 Coordinator

PNRS #3
Revised 4/83

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

STATE CLEARINGHOUSE

Intergovernmental Relations Division
155 Cottage ST NE Salem, Oregon
Phone: 378-3732 97310

RECEIVED
APR 28 1983
DIVISION OF STATE LANDS

[illegible] Division
MAY 04 1983

PNRS STATE REVIEW

Project #: OR 830427 062-2

Return Date: MAY 20 1983

To Agency Addressed: If you intend to comment but cannot respond by the return date, please notify us immediately. If no response is received by the due date, it will be assumed that you have no comment and the file will be closed.

PROGRAM REVIEW AND COMMENT

TO STATE CLEARINGHOUSE: We have reviewed the subject Notice and have reached the following conclusions on its relationship to our plans and programs:

( ) It has no adverse effect.

( ) We have no comment.

( ) Effects, although measurable, would be acceptable.

( ) It has Adverse effects. (Explain in Remarks Section)

( ) We are interested but require more information to evaluate the proposal. (Explain in Remarks Section)

(✓) Additional comments for project improvement. (Attach if necessary)

REMARKS (Please type or print legibly)

If the project would require the removal, fill or alteration of 50 cubic yards or more of material within the banks of the waterway(s), we urge the applicant to apply for state fill or removal permits well in advance of construction deadlines to prevent unnecessary project delays. Specific information on the need for permits may be obtained from the Division of State Lands' office at 1445 State Street, Salem, OR 97310. Phone 378-3805.

Thank you for the opportunity to comment on this project.

Agency Lands By E.H.

PNRS #2 Phone Number 8-3059

- Mike -

ROAD DESIGN SECTION

DES 16

Donald R. Adams
Final Design Engineer

April 26, 1983

J. H. Versteeg
Road Design Engineer

Sunnyside Road
Clackamas County

Jim McClure of Metro has filed a complaint with both Pat Schwartz and Bob Bothman that the Sunnyside Road project was redesigned in Salem (Final Design). As a result, the cost of right-of-way and construction far exceeded available funds for the project. The project now must be redesigned so it is fundable causing delay in the project and upsetting of local officials.

I have been advised that neither the design nor the right-of-way was significantly changed that the increases are due to increased right-of-way cost and a detailed cost estimate of the construction items. Please review the project in detail to find out what really happened. I would appreciate receiving this information in the next couple of weeks.

JHV:rw

cc: E. L. Hardt

RECEIVED
APR 27 1983
ROAD DESIGN
SECTION

Versteeg
Anderson
Adams
Macnab
Stoudenmayer
Terpin
Trout
Wakerlig

Do Not File ☐
Return To
Bring Up
Action

-10,040

CON 51-8+
Clack.
Co.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

NOTED
H.S. COULTER

In Reply Refer to
File No.:

PRO

Date: April 19, 1983

To: Executive Department
Federal-Aid Coordination Unit

Metropolitan Service District(MSD)
527 S.W. Hall Street
University Center Bldg.
Portland, OR 97201

From: D.E. Swan, P.E.
Project Unit Engineer

Subject: Notice of Intent for Federal-Aid Funds
State Admin. Dist. No. 2C
Section: S.E. Sunnyside Rd. @ S.E. 82nd Ave.
Highway: FAU 9718
County: Clackamas

In accordance with Executive Memorandum 02-270-20, attached are copies of the Notices of Intent for the subject project.

Early programming of this project for advance planning in anticipation of future construction is necessary; therefore, your prompt attention to this proposal will be appreciated.

Allowing time for your review, we estimate the date of filing for Federal-Aid funds on this project to be May 13, 1983.

DJT:bks
Attachments

cc:
- D.E. Wilken, FHWA
- H.S. Coulter ✓
- F.E. Terpin
- J.B. Boyd (2)
- J.H. Versteeg (3)
- Gary Potter
- W.J. Hart
- Reg. M Engr.: E.L. Hardt
- Dis. 2C Engr.: H.E. Woodward
- Aeronautics Division
- David Powers, Parks
- D.J. Tindall

Form 734-3122

OREGON PROJECT NOTIFICATION AND REVIEW SYSTEM

NOTIFICATION OF INTENT TO APPLY FOR FEDERAL AID

For Internal Use Only	1-8] PNRS #	Page One

02	12] APPLICANT [45 Department of Transportation	46] DIVISION [79 Highway		
03	12] APPLICANT ADDRESS STREET [45 Transportation Building	46] CITY [60 Salem	76] ZIP [80 97310	
04	12] CONTACT PERSON [45 D.E. Swan	46] AREA CODE [48 503	49] PHONE [55 378	56] EXTENSION [59 6565
01	12] PROJECT TITLE [71 S.E. Sunnyside Rd. @ S.E. 82nd Ave.			
11	12] PROJECT LOCATION—CITY FAU 9718	PROJECT LOCATION—COUNTY Clackamas	PROJECT LOCATION [79 SEC: T: R:	
05	SUMMARY PROJECT DESCRIPTION (ATTACH SUPPORTING DOCUMENTS AS NECESSARY—SEE INSTRUCTIONS ON BACK) Realign Sunnyside Road east of 82nd to directly align with Harmony Road.			
06	12] [71			
07	12] [71			
08	12] [71			
09	12] [71			
10	12] [71			

	AMOUNT REQUESTED—FEDERAL FUNDS		NON-FEDERAL MATCHING FUNDS		OTHER	TOTAL
12	12] (A) Grant [19	20] (B) Other [27	28] (C) State [35	36] (D) Local [43	44] (E) FUNDS [51	52] (F) FUNDS [60
	755,000			25,000		780,000

13	12] TYPE OF OTHER FEDERAL FUNDS (See 12B) [45	46] TYPE OF OTHER NON-FEDERAL FUNDS (See 12E) [79
14	12] FEDERAL PROGRAM TITLE [71 Title 23 USC Highways	
15	12] FEDERAL AGENCY NAME [45 U. S. Department of Transportation	46] FEDERAL SUB-AGENCY NAME [79 FHWA

17 **(A) TYPE OF APPLICANT:** (Check (×) the single most applicable box)

STATE ☒ 12 INTER-STATE ☐ 13 COUNTY ☐ 14 CITY ☐ 15 SCHOOL DISTRICT ☐ 16 SPECIAL DISTRICT ☐ 17 COMMUNITY ACTION ☐ 18 SPONSORED ORGANIZATION ☐ 19 OTHER ☐ 20

(B) TYPE OF ACTION: (Check (×) as many boxes as apply to this action)

NEW GRANT ☒ 21 CONT. GRANT ☐ 22 SUPPL'T GRANT ☐ 23 INCREASE DURATION ☐ 24 DECREASE DURATION ☐ 25 CANCELLATION ☐ 26 INCREASE DOLLARS ☐ 27 DECREASE DOLLARS ☐ 28

(C) HAS DISTRICT CLEARINGHOUSE BEEN NOTIFIED? Yes ☒ 29 No ☐ 30 Date: 4-19-83

(D) REVIEW REQUIRED by A-95 Yes ☒ 31 No ☐ 32

(E) ENVIRONMENTAL IMPACT Yes ☒ 33 No ☐ 34

(F) HOUSING RELOCATION REQUIRED Yes ☐ 35 No ☒ 36

(G) ESTIMATED APPLICATION FILING DATE:	41] MONTH [42 May	43] DAY [44 13	45] YEAR [46 1983

Form PNRS-1 Page 1

ADDITIONAL INFORMATION—ALL APPLICANTS

I. A. Is the project consistent with the city or county comprehensive plan, zoning and subdivision ordinance? No ☐ Yes ☒

I. B. Is the proposal consistent with statewide land use goals? No ☐ Yes ☒

I. C. Is the proposal consistent with state and regional plans? No ☐ Yes ☒

II. Will the project have an impact on a neighboring jurisdiction? No ☒ Yes ☐

If so, is the project consistent with the comprehensive plan for that jurisdiction? No ☐ Yes ☐

III. Explain deviations if any, from pertinent plans.

IV. Federal Catalog number (or Public Law no. and title) 20.205 Highway Planning & Construction

V. Has funding agency been notified? No ☐ Yes ☒ Date: 4-19-83

VI. If project includes state funds (12C), identify agency

STATE AGENCIES ONLY

VIII. (a) IS PROGRAM BUDGETED ☐ NON-BUDGETED ☐

(b) STATE SHARE

GENERAL FUND CASH	OTHER FUND CASH	IN KIND
$	$	$

(c) FUNDING METHOD

	FEDERAL SHARE		STATE SHARE		TOTAL	
First Year	%	$	%	$	%	$
Second Year	%	$	%	$	%	$
Third Year	%	$	%	$	%	$

(d) WILL PROGRAM REQUIRE HIRING OF NEW STATE EMPLOYEES? No ☐ Yes ☐ Number

(e) Will accounting for this grant be administered by the Executive Dept. Accounting Division? Yes ☐ No ☐

PLEASE ATTACH ANY ADDITIONAL NARRATIVE OR REMARKS

This is a Category 2 Project of Categorical Exclusion according to the new environmental quality guidelines.

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
ENV 3

March 4, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Classification
S.E. Sunnyside Rd. @ S.E. 82nd Ave.
S.E. Sunnyside Road
Clackamas County
IX-9718(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurence is requested.

Very truly yours,
ORIGINAL SIGNED BY
GARY A. POTTER

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments (4)

bc: E. S. Hunter
Local Programs Unit
D. E. Swan w/attach (2)
E. L. Hardt w/attach
Jef Kaiser w/attach
Don Trout w/attach

Form 734-3122

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION S.E. Sunnyside Road @ S.E. 82nd Avenue	REGION Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

The realignment will require approximately 1.2 acres of right-of-way. The affected land is currently vacant except for a commercial bank operating out of a trailer. The owner plans to move the trailer when the property is developed.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project is consistent with the area development plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Improved traffic operation and safety is expected to result. Transit access between Milwaukie and the Clackamas Town Center transit station would also improve.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The project would not affect Phillips Creek which is located immediately adjacent to the east project terminus.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None expected.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project provides an improved alignmer
of an existing facility utilizing current
vacant land. No significant impacts are
forseen.

OTHER DOCUMENTATION

PREPARED BY X Jef Kaiser	TELEPHONE NUMBER 653-3221	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE

734-1913 (7-82)

1—P

[illegible] 21-8
Clack.
Co.

DATE: April 13, 1983 COM 21-1

TO: Dale E. Wilken
Division Administrator
Federal Highway Administration

FROM: Fred D. Miller
Director

SUBJECT: Interstate Transfer Funded Projects
Portland Urbanized Area

Under authority granted to the Director of the Oregon Department of Transportation on January 15, 1982, by Governor Atiyeh, I request your approval to use Interstate Transfer Funds for a highway project in the Portland Urbanized Area. Funds for this project are available from the withdrawal of the Mt. Hood Freeway (I-80N) from the Interstate Highway System under Section 103 (e)(4) of Title 23, USC.

I concur that this project is a regional priority and has been developed in conformance with the Region's continuing, cooperative, comprehensive transportation planning process.

SE Sunnyside Road at SE 82nd Avenue Section
SE Sunnyside Road (FAU 9718)
Clackamas County

I have directed the Program Section of the Highway Division to process this project with your office to obligate the Federal Transfer Funds as they are authorized by the Metropolitan Service District.

cc Metropolitan Service District

bc H. S. Coulter
Gary Potter
E. L. Hardt

JLG:blm fn

10,040

10037D

STATE OF OREGON

INTEROFFICE MEMO

TO: D. E. SWAN
Acting Program Management Engineer

DATE: March 17, 1983

FROM: THEODORE A. SPENCE
Plan and Program Manager

SUBJECT: S.E. Sunnyside Road @ S.E. 82nd Ave.
Clackamas County

Here is our programming packet for the realignment of Sunnyside Road at S.E. 82nd Avenue. Included are a project request, project prospectus, agreement information sheet, and letters from Clackamas County concerning this project.

This is an Interstate Transfer project sponsored by Clackamas County. It is part of the Milwaukie CBD-S.E. 82nd Avenue, Railroad Avenue/Harmony Road project as described on page 80 of the October 1982 MSD TIP. The Milwaukie CBD-82nd Avenue project is now being split into two pieces. PE for the original project, IX-0000(46), was approved on May 17, 1982. In the original project, Harmony Road was to have been realigned west of 82nd Avenue to meet the existing intersection at Sunnyside Road. The environmental category is Class 3 (Assessment and FONSI) for the original Milwaukie CBD-82nd Avenue project.

The realignment of Harmony Road at 82nd Avenue no longer is part of the Milwaukie CBD-82nd Avenue project. Instead, Clackamas County wants to realign Sunnyside Road east of 82nd as a separate project that is classified as a Categorical Exclusion because of the relatively minor impact of the right-of-way acquisition.

Our desire is to leave the Milwaukie CBD-82nd Avenue project as originally programmed, but split out funding from the original project authorization as shown in the TIP for this realignment of Sunnyside Road. Clackamas County wants to advance this realignment more rapidly than the Milwaukie CBD-82nd Avenue project. This project is classified as a Class 2, Categorical Exclusion. There is no waterway involvement.

We have made estimates for the region functions on the survey authority. The Location Section should add estimates for the Salem offices. Please notify Earl Mershon when the PE estimate is complete so that we may adjust the federal funding authorized by MSD.

Please request FHWA approval of this project and obligation of the necessary funds for preliminary engineering from the FY'83 allocation of Interstate Transfer Funds.

po

cc: Frank Terpin
Metro Project Dev. Units
Jon Rose
Robin Brooks

Included in
6 yr. Prog.

Attachments

cc: F. E. Terpin
Joe Gaither

Contains Recycled Materials

MSD TIP P. 80

SEE INSTRUCTIONS ON REVERSE

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

KEY ID #

SECTION S.E. Sunnyside Road @ S.E. 82nd Avenue	REGION Metro

STATE HIGHWAY # N/A	HIGHWAY NAME N/A	MILE POST FROM N/A TO	LENGTH 550 ft.
☒ URBAN ☐ RURAL	CITY N/A	COUNTY Clackamas	ROAD/STREET NAME S.E. Sunnyside Road
ROUTE # N/A	FEDERAL AID # FAU 9718	APPLICANT (IF OTHER THAN STATE) Clackamas County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)	X	FILES (#)	6
RIGHT OF WAY		$ 495	PAVING (✓)	X	ACRES (#)	1.2
ROADWAY	$ 160		STRUCTURES (✓)		RELOCATIONS (#)	1
STRUCTURES	$		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 100		SIGNALS (✓)	X	PRELIMINARY ENGINEERING (S,C,A)	C&S
ILLUMINATION	$		ILLUMINATION (✓)	X	CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ included		DESIGN CATEGORY (1-7)	2	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 260	WORK TYPE (1-12)	2	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAIX (Mt. Hood Transfer)	RECOMMENDED PROGRAM YEAR FY 1983

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	Sunnyside 5	Sunnyside 5
STRUCTURES (#)	0	0
SIGNALS (#)	2	1
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	11,000	15,000
YEAR OF AVERAGE DAILY TRAFFIC	1981	2000

DEFINE THE PROBLEM

The intersections of Sunnyside Road @ 82nd and Harmony Road @ 82nd are off-set from each other with overlapping traffic signals. This causes delays for buses and other vehicles traveling in an east/west direction between Clackamas Town Center and the Milwaukie CBD.

PROPOSED SOLUTION

Realign Sunnyside Road east of 82nd to meet the existing Harmony Road intersection. Install a new 8-phase signal to replace the existing signals. A combination pedestrian/bikeway would also be included on both sides of the new alignment. The existing Harmony Rd. (3 lanes) will be tapered on the west side of the intersectio to make a smooth transitions to Sunnyside Rd. (5 lanes)

REQUESTED, REGION ENGINEER X	DATE 3/16/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT ROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

SECTION S.E. Sunnyside Road @ S.E. 82nd Avenue	KEY ID #
	REGION Metro

PROJECT JUSTIFICATION

Project request by Clackamas County.

Included in the Regional Transportation Plan, October 1982 MSD TIP, Page 80.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION: S.E. Sunnyside Road @ S.E. 82nd Avenue

REGION: Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	A	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	E	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#) 2	NEW (#) 1
						UTILITIES	S	(LIST BELOW)	

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
6	0	1	0

RIGHT-OF-WAY LIAISON	EASEMENTS (#)	ACCESS CONTROL (Y/N)
S	0	Y

COMPANIES
Portland General Electric
Pacific NW Bell - Clack. Co. Sewer Dist
Liberty Cable TV- Clack. Water Distr.
Storer Cable TV
NW Natural Gas

DESIGN SPEED: 30

DESIGN STANDARDS: AASHTO

TYPICAL SECTION

Combined | Combined

EXISTING

North Side | Sunnyside Road | South Side

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
	8'	C	-	2'	12'	12'	12'	3 to 15'	12'	12'	-	2'	-	C	5'	
	8'	C	-	2'	12'	12'	12'	3 to 15'	12'	12'	-	2'	-	C	5'	

PROPOSED

Sunnyside Road

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

10037B

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
S.E. Sunnyside Road @ S.E. 82nd Avenue

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

The realignment will require approximately 1.2 acres of right-of-way. The affected land is currently vacant except for a commercial bank operating out of a trailer. The owner plans to move the trailer when the property is developed.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project is consistent with the area development plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Improved traffic operation and safety is expected to result. Transit access between Milwaukie and the Clackamas Town Center transit station would also improve.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The project would not affect Phillips Creek which is located immediately adjacent to the east project terminus.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None expected.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

RECOMMENDED PROJECT CLASSIFICATION

- ☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
- ☒ CLASS 2 (CATEGORICAL EXCLUSION)
- ☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project provides an improved alignmen of an existing facility utilizing current vacant land. No significant impacts are forseen.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Jef Kaiser	653-3221	

734-1913 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

SECTION S.E. Sunnyside Road @ S.E. 82nd Avenue	KEY ID#
	REGION Metro
SURVEY AUTHORITY	AUTHORIZATION NO. 1
PREFIX	DATE March 15, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$	$
902 CITIZEN'S INVOLVEMENT	0		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT	16,500		918 LOCATION			935 SOILS		
904 CONSULTANT	0		919 ENGINEERING GRAPHICS			936 REGION TRAFFIC	800	
905 FINAL DESIGN			920 PROGRAM MANAGEMENT			937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS			938 REGION ENVIRONMENT	200	
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING	0	
910 REGION GEOLOGIST	750		924 D.O.T.			955 R/W RELOC. ASSISTANCE	300	
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION	0		980 PUBLIC HEARING	0	
RIGHT-OF-WAY LIAISON	200		927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON	100		932 RAILROAD & UTILITIES					

RIGHT-OF-WAY PREFIX	TOTALS	$ | $
	PREVIOUS AUTHORIZATION	$
FEDERAL AID PROJECT NUMBER IX-9718 ( )	ADD. AUTH. REQUIRED	$

LOCATION ENGINEER'S REMARKS

A consultant will perform the field survey, prepare preliminary plans and cost estimates. The consultant work will be done with local funds (not charged to the project). The State will monitor, prepare right-of-way descriptions, acquire right-of-way, perform final design, prepare specifications, cost estimates, and advertise the project for bids. Clackamas County will supervise the work of the consultant, contact property owners, hold a public meeting, perform traffic analysis, and provide assistance to the State during final design.

PARED BY	DATE 3-15-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X	DATE 3/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

10,040

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST

3-16-83

MSD TIP P. 80

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION	S.E. Sunnyside Road @ S.E. 82nd Avenue
REGION	Metro
STATE HIGHWAY #	N/A
HIGHWAY NAME	N/A
MILE POST	FROM N/A TO
LENGTH	550 ft.
☒ URBAN ☐ RURAL	
CITY	N/A
COUNTY	Clackamas
ROAD/STREET NAME	S.E. Sunnyside Road
ROUTE #	N/A
FEDERAL AID #	FAU 9718
APPLICANT (IF OTHER THAN STATE)	Clackamas County

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$	GRADING (✓)	X	FILES (#)	6
RIGHT OF WAY		$ 495	PAVING (✓)	X	ACRES (#)	1.2
ROADWAY	$ 160		STRUCTURES (✓)		RELOCATIONS (#)	1
STRUCTURES	$		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$ 100		SIGNALS (✓)	X	PRELIMINARY ENGINEERING (S,C,A)	C&S
ILLUMINATION	$		ILLUMINATION (✓)	X	CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$				RIGHT OF WAY DESCRIPTIONS (S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ included		DESIGN CATEGORY (1-7)	2	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 260	WORK TYPE (1-12)	2	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR)	RECOMMENDED FUNDING SOURCE	RECOMMENDED PROGRAM YEAR
	/	FAIX (Mt. Hood Transfer)	FY 1983

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	Sunnyside 5	Sunnyside 5
STRUCTURES (#)	0	0
SIGNALS (#)	2	1
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	11,000	15,000
YEAR OF AVERAGE DAILY TRAFFIC	1981	2000

DEFINE THE PROBLEM

The intersections of Sunnyside Road @ 82nd and Harmony Road @ 82nd are off-set from each other with overlapping traffic signals. This causes delays for buses and other vehicles traveling in an east/west direction between Clackamas Town Center and the Milwaukie CBD.

PROPOSED SOLUTION

Realign Sunnyside Road east of 82nd to meet the existing Harmony Road intersection. Install a new 8-phase signal to replace the existing signals. A combination pedestrian/bikeway would also be included on both sides of the new alignment. The existing Harmony Rd. (3 lanes) will be tapered on the west side of the intersectio to make a smooth transitions to Sunnyside Rd. (5 lanes)

REQUESTED, REGION ENGINEER X — DATE 3/14/83

APPROVED, ASST. HWY. ENG. FOR OPERATIONS X — DATE

APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X — DATE

TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION S.E. Sunnyside Road @ S.E. 82nd Avenue

REGION Metro

PROJECT JUSTIFICATION

Project request by Clackamas County.

Included in the Regional Transportation Plan, October 1982 MSD TIP, Page 80.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #	
SECTION: S.E. Sunnyside Road @ S.E. 82nd Avenue	REGION: Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	A	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	E	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	S	OLD (#) 2	NEW (#) 1

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
6	0	1	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y

UTILITIES: S (LIST BELOW)

COMPANIES
Portland General Electric
Pacific NW Bell - Clack. Co. Sewer Dist
Liberty Cable TV- Clack. Water Distr.
Storer Cable TV
NW Natural Gas

DESIGN SPEED	DESIGN STANDARDS
30	AASHTO

TYPICAL SECTION

Combined — Combined

EXISTING

North Side — Sunnyside Road — South Side

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
	8'	C	-	2'	12'	12'	12'	3 to 15'	12'	12'	-	2'	-	C	5'	
	8'	C	-	2'	12'	12'	12'	3 to 15'	12'	12'	-	2'	-	C	5'	

PROPOSED

Sunnyside Road

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

SEE INSTRUCTIONS ON REVERSE

KEY ID#

SECTION: S.E. Sunnyside Road @ S.E. 82nd Avenue

REGION: Metro

SURVEY AUTHORITY

AUTHORIZATION NO

PREFIX

DATE: March 15, 1983

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$ 300	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT	0		916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		17,500	918 LOCATION			935 SOILS		500
904 CONSULTANT	paid solely by co. 0	0	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		500
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906 BRIDGE DESIGN		2,000	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		6,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		800	924 D.O.T.			955 R/W RELOC. ASSISTANCE		500
911 TRAFFIC SECTION		4,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
C RIGHT-OF-WAY LIAISON		200	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		100	932 RAILROAD & UTILITIES		200			

TOTALS	$ 41,000	$ 41,000
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER: IX-9718 ( )

LOCATION ENGINEER'S REMARKS

A consultant will perform the field survey, prepare preliminary plans and cost estimates. The consultant work will be done with local funds (not charged to the project). The State will monitor, prepare right-of-way descriptions, acquire right-of-way, perform final design, prepare specifications, cost estimates, and advertise the project for bids. Clackamas County will supervise the work of the consultant, contact property owners, hold a public meeting, perform traffic analysis, and provide assistance to the State during final design.

Part of Project "Milwaukie CBD - 82 Ave" [illegible] on HP

PREPARED BY	DATE 3-15-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/4/83
RECOMMENDED, REGION ENGINEER X	DATE 3/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-3-83
RECOMMENDED, LOCATION ENGINEER X	DATE 5/2/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

68

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Clackamas County

SEE INSTRUCTIONS ON REVERSE

KEY ID#	
SECTION	S.E. Sunnyside Road @ S.E. 82nd Avenue FAU 9718
REGION	Metro
AUTHORIZATION NO.	1
PREFIX	203-1920
DATE	March 15, 1983

SURVEY AUTHORITY

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$ 300	933 SURFACE DESIGN	$	$ 500
902 CITIZEN'S INVOLVEMENT	0		916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT		17,500	918 LOCATION			935 SOILS		500
904 CONSULTANT	paid solely by co. 0	0	919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		800
905 FINAL DESIGN		3,000	920 PROGRAM MANAGEMENT		300	937 HYDRAULICS		
906 BRIDGE DESIGN		2,000	921 SPECIFICATIONS		3,000	938 REGION ENVIRONMENT		200
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		100	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION		6,000	923 ENVIRONMENTAL SECTION		200	950 TRAINING		
910 REGION GEOLOGIST		800	924 D.O.T.			955 R/W RELOC. ASSISTANCE		0 ~~300~~
911 TRAFFIC SECTION		4,000	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
RIGHT-OF-WAY LIAISON		500 ~~200~~	927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON		100	932 RAILROAD & UTILITIES		200			
						TOTALS	$ 41,000	$ 41,000
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER	IX-9718 ( )					ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

A consultant will perform the field survey, prepare preliminary plans and cost estimates. The consultant work will be done with local funds (not charged to the project). The State will monitor, prepare right-of-way descriptions, acquire right-of-way, perform final design, prepare specifications, cost estimates, and advertise the project for bids. Clackamas County will supervise the work of the consultant, contact property owners, hold a public meeting, perform traffic analysis, and provide assistance to the State during final design.

Anderson
2 Adams
Macnab
3 Stoudenmeyer
Terpin
4 Trout
Wakerlig

RECEIVED
JUL 7 1983
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ____/____/____
Action

Part of Project "Milwaukie CBD - 82 Ave" now on HIP

PREPARED BY	DATE 3-15-83	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 5/4/83
RECOMMENDED, REGION ENGINEER X	DATE 3/16/83	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 5-3-83
RECOMMENDED, LOCATION ENGINEER X	DATE 5/2/83	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

734-1914 (7-82)

MSD TIP P. 80

PROJE_T PROSPECTUS

PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

SECTION S.E. Sunnyside Road @ S.E. 82nd Avenue		KEY ID #	REGION Metro
STATE HIGHWAY # N/A	HIGHWAY NAME N/A	MILE POST FROM N/A TO	LENGTH 550 ft.
☒ URBAN ☐ RURAL	CITY N/A	COUNTY Clackamas	ROAD/STREET NAME S.E. Sunnyside Road
ROUTE # N/A	FEDERAL AID # FAU 9718	APPLICANT (IF OTHER THAN STATE) Clackamas County	

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 4-4-83 2 41	GRADING (✓)	X	FILES	(#)	6
RIGHT OF WAY		$ 495	PAVING (✓)	X	ACRES	(#)	1.2
ROADWAY	$ 160		STRUCTURES (✓)		RELOCATIONS	(#)	1
STRUCTURES	$		SIGNING (✓)	X	WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$ 100		SIGNALS (✓)	X	PRELIMINARY ENGINEERING	(S,C,A)	C&S
ILLUMINATION	$		ILLUMINATION (✓)	X	CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 26				RIGHT OF WAY DESCRIPTIONS	(S,C,A)	S
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	S
40% ENGINEERING & CONTINGENCIES	$ included		DESIGN CATEGORY (1-7)	2	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 286 ~~260~~	WORK TYPE (1-12)	2	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 822					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) /	RECOMMENDED FUNDING SOURCE FAIX (Mt. Hood Transfer)	RECOMMENDED PROGRAM YEAR FY 1983

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	Sunnyside 5	Sunnyside 5
STRUCTURES (#)	0	0
SIGNALS (#)	2	1
BIKE PATH (Y/N)	N	Y
AVERAGE DAILY TRAFFIC	11,000	15,000
YEAR OF AVERAGE DAILY TRAFFIC	1981	2000

DEFINE THE PROBLEM

The intersections of Sunnyside Road @ 82nd and Harmony Road @ 82nd are off-set from each other with overlapping traffic signals. This causes delays for buses and other vehicles traveling in an east/west direction between Clackamas Town Center and the Milwaukie CBD.

PROPOSED SOLUTION

Realign Sunnyside Road east of 82nd to meet the existing Harmony Road intersection. Install a new 8-phase signal to replace the existing signals. A combination pedestrian/bikeway would also be included on both sides of the new alignment. The existing Harmony Rd. (3 lanes) will be tapered on the west side of the intersectio to make a smooth transitions to Sunnyside Rd. (5 lanes)

REQUESTED, REGION ENGINEER X	DATE 3/14/83			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION S.E. Sunnyside Road @ S.E. 82nd Avenue

REGION Metro

PROJECT JUSTIFICATION

Project request by Clackamas County.

Included in the Regional Transportation Plan, October 1982 MSD TIP, Page 80.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION S.E. Sunnyside Road @ S.E. 82nd Avenue

REGION Metro

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

PERMITS AND DOCUMENTS

A—95	S	SIGNS (PERMANENT)	S	STORM SEWER	S	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	A	STRIPING (PERMANENT)	S	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	A	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	S
RECONNAISSANCE SURVEY	E	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	S	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	C	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	C	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	S
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨	▨	SIGNALS	S	OLD (#) 2	NEW (#) 1

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
6	0	1	0

RIGHT-OF-WAY LIAISON	S	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	Y

UTILITIES S (LIST BELOW)

COMPANIES

Portland General Electric
Pacific NW Bell - Clack. Co. Sewer Dist
Liberty Cable TV- Clack. Water Distr.
Storer Cable TV
NW Natural Gas

DESIGN SPEED 30

DESIGN STANDARDS AASHTO

TYPICAL SECTION

Combined															Combined	
BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING North Side									Sunnyside Road						South Side	
	8'	C	-	2'	12'	12'	12'	3 to 15'	12'	12'	-	2'	-	C	5'	
	8'	C	-	2'	12'	12'	12'	3 to 15'	12'	12'	-	2'	-	C	5'	

PROPOSED Sunnyside Road

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

10037B

SEE INSTRUCTIONS ON REVERSE

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

KEY ID #

SECTION
S.E. Sunnyside Road @ S.E. 82nd Avenue

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

The realignment will require approximately 1.2 acres of right-of-way. The affected land is currently vacant except for a commercial bank operating out of a trailer. The owner plans to move the trailer when the property is developed.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project is consistent with the area development plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Improved traffic operation and safety is expected to result. Transit access between Milwaukie and the Clackamas Town Center transit station would also improve.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The project would not affect Phillips Creek which is located immediately adjacent to the east project terminus.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None expected.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

RECOMMENDED PROJECT CLASSIFICATION

☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)

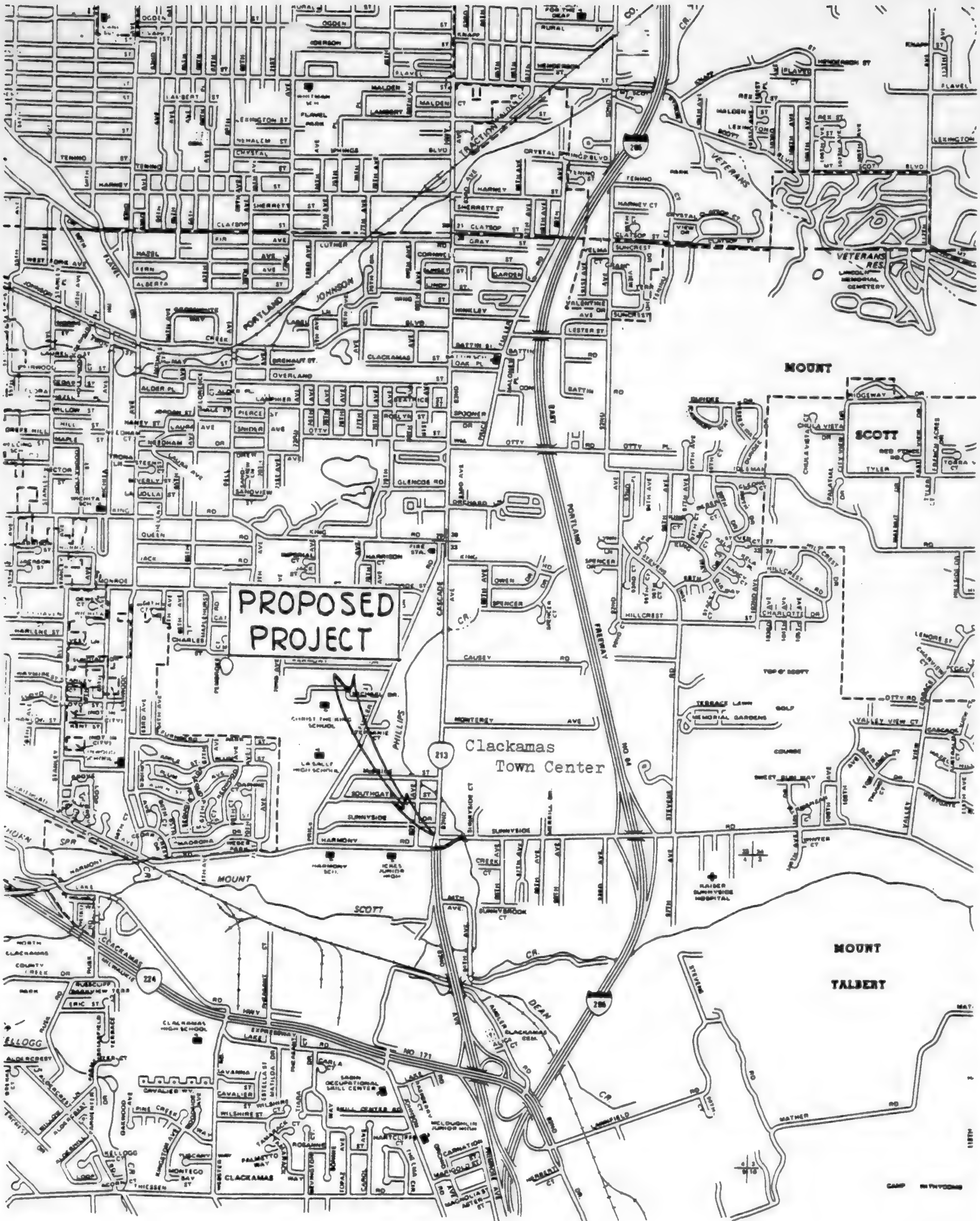
☒ CLASS 2 (CATEGORICAL EXCLUSION)

☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project provides an improved alignmen of an existing facility utilizing current vacant land. No significant impacts are forseen.

OTHER DOCUMENTATION

PREPARED BY	TELEPHONE NUMBER	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE
X Jef Kaiser	653-3221	


PROPOSED PROJECT
Clackamas Town Center
MOUNT SCOTT
SCOTT
MOUNT TALBERT
PORTLAND FREEWAY
JOHNSON CREEK
VETERANS
CLACKAMAS
205
213
224
LINCOLN MEMORIAL CEMETERY
CHRIST THE KING SCHOOL
LA SALLE HIGH SCHOOL
HARMONY SCH.
KAISER SUNNYSIDE HOSPITAL
CLACKAMAS HIGH SCHOOL
SUNNYSIDE
HARMONY RD
PHILLIPS
CASCADE
KING
MONROE
OTTY
SOUTHGATE
TERRACE LAWN MEMORIAL GARDENS
GOLF COURSE
MOUNT SCOTT CR.
DEAN CR.
MATHER RD
NO 171
CLATSOP ST
FLAVEL
LEXINGTON
HARNEY

10,040

Copy To CARL Menshum

OM MRE OE PPM CE
TCS RECEIVED ME
US MAR 8 1983 PDM
CSA Metro Region TAM
CO PA EM BUD LM

METRO

METROPOLITAN SERVICE DISTRICT
Providing Zoo, Transportation, Solid Waste and other Regional Services

Rick Gustafson
Executive Officer

Metro Council

Cindy Banzer
Presiding Officer
District 9

Bob Oleson
Deputy Presiding Officer
District 1

Richard Waker
District 2

Charlie Williamson
District 3

Corky Kirkpatrick
District 4

Jack Deines
District 5

George Van Bergen
District 6

Sharron Kelley
District 7

Ernie Bonner
District 8

Bruce Etlinger
District 10

Marge Kafoury
District 11

Gary Hansen
District 12

527 SW Hall St
Portland, OR
97201
503/221-1646

March 7, 1983

Mr. Winston Kurth
County Engineer
Clackamas County
902 Abernethy Road
Oregon City, Oregon 97045

Dear Winston:

As you know, the Railroad/Harmony project is proposed to be divided into two project phases as follows:

Unit 1 - 82nd to Milwaukie	
PE	$ 188,000
R/W.	40,000
CON.	1,515,643
Reserve. . .	375,881
	$2,119,524

Unit 2 - 82nd/Sunnyside	
PE	$ 50,000
R/W.	700,000
CON.	285,000
	$1,035,000

This is an appropriate change and all of the necessary approvals are in place. Bill Pettis will be returning from vacation soon to make the actual adjustments to the TIP. In the interim, I recommend you proceed with the project in the two proposed phases.

Sincerely,

Andy Cotugno

Andrew C. Cotugno
Transportation Director

ACC:lmk

CC: Bernie Straight
Ted Spence
Bill Pettis

- 10,040

Con 21-8
Clackamas

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

ENV 3

March 4, 1983

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street N.E.
Salem, OR 97301

RE: Project Classification
S.E. Sunnyside Rd. @ S.E. 82nd Ave.
S.E. Sunnyside Road REALIGN
Clackamas County
IX-9718(-)

Dear Mr. Wilken:

Attached is a project environmental classification for the subject project. It is our opinion that the project is appropriately classified as Class II, Categorical Exclusion, according to the 1978 Council on Environmental Quality guidelines. Your concurence is requested.

Very truly yours,

Gary A. Potter

Gary A. Potter, Manager
Environmental Section

GAP:lb

Attachments (4)

CONCUR:
for 3/11/83
Division Administrator Date
FHWA OREGON DIVISION

ENVIRONMENTAL SECTION
March 14, 1983

cc: J. B. Boyd (3)
J. H. Versteeg (4)
Keats Oliver
L. E. George (2)
D. E. Swan
W. J. Hart
C. T. Keasey
F. E. Terpin
Local Programs Unit
Phil Lewellyn
Surfacing Design
General Files
E. L. Hardt
Jef Kaiser
Clarence Eshelman
Harry Woodward

Form 734-3122

10037B

PROJECT PROSPECTUS

PART 3 — PROJECT ENVIRONMENTAL CLASSIFICATION

SEE INSTRUCTIONS ON REVERSE

KEY ID #

SECTION
S.E. Sunnyside Road @ S.E. 82nd Avenue

REGION
Metro Region

ESTIMATED RIGHT-OF-WAY IMPACTS

The realignment will require approximately 1.2 acres of right-of-way. The affected land is currently vacant except for a commercial bank operating out of a trailer. The owner plans to move the trailer when the property is developed.

ESTIMATED IMPACT ON LAND USE, INCLUDING CONSISTENCY WITH COMPREHENSIVE PLAN

The project is consistent with the area development plan.

ESTIMATED IMPACT ON TRAFFIC VOLUMES, FLOW PATTERNS AND SAFETY

Improved traffic operation and safety is expected to result. Transit access between Milwaukie and the Clackamas Town Center transit station would also improve.

ESTIMATED IMPACT ON RIVERS, STREAMS, WETLANDS, THREATENED OR ENDANGERED SPECIES OR OTHER NATURAL ECOLOGICAL RESOURCES

The project would not affect Phillips Creek which is located immediately adjacent to the east project terminus.

ESTIMATED IMPACT ON PARKS, HISTORIC PROPERTIES OR OTHER CULTURAL OR SCENIC RESOURCES

None expected.

PRELIMINARY IDENTIFICATION OF AREAS OF CRITICAL CONCERN AND CONTROVERSIAL ISSUES

None identified.

RECOMMENDED PROJECT CLASSIFICATION

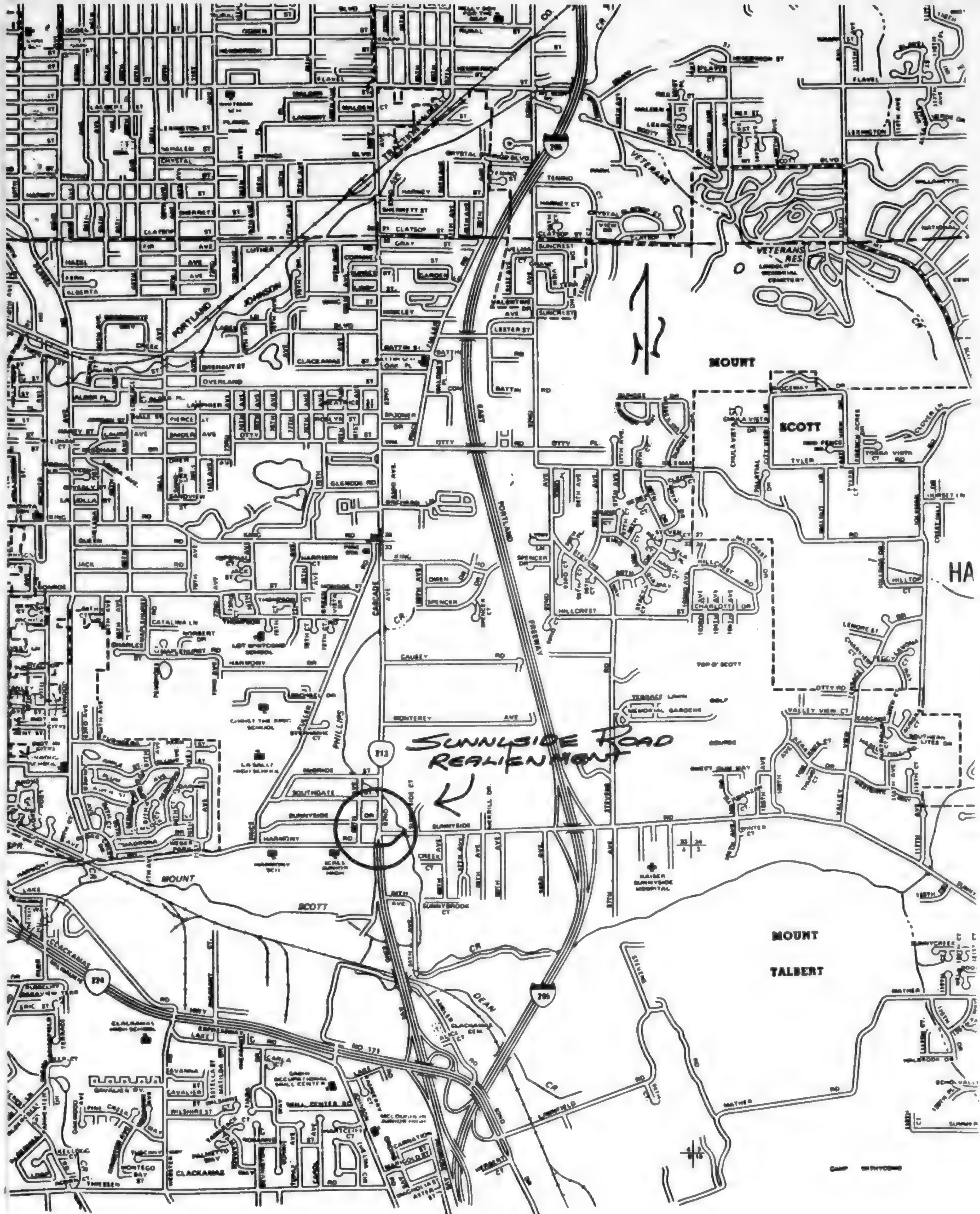
☐ CLASS 1 (DRAFT & FINAL ENVIRONMENTAL IMPACT STATEMENT)
☒ CLASS 2 (CATEGORICAL EXCLUSION)
☐ CLASS 3 (ENVIRONMENTAL ASSESSMENT)

The project provides an improved alignment of an existing facility utilizing currentl vacant land. No significant impacts are forseen.

OTHER DOCUMENTATION

PREPARED BY X Jef Kaiser	**TELEPHONE NUMBER** 653-3221	**FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE** 3-11-83

734-1913 (7-82)


SUNNYSIDE ROAD
REALIGNMENT
MOUNT
SCOTT
MOUNT
SCOTT
CR
MOUNT
TALBERT
HA
VETERANS
VETERANS RES.
PORTLAND
JOHNSON
FREEWAY
PORTLAND
205
205
213
224
CLACKAMAS
SUNNYSIDE
SUNNYSIDE RD
HARMONY RD
PHILLIPS
CASCADE
DEAN
TOP O' SCOTT
GOLF
COURSE
KAISER SUNNYSIDE HOSPITAL
FLAVEL
DUKE
CLATSOP
OVERLAND
KING
OTTY
SPENCER
HILLCREST
CAUSEY
MONTEREY AVE
MATHER
LAKE
THIESSEN

10,040

OM MRE OE PPM CE
TOS ME
US FEB 01 1983 PDM
CSA Metro Region TAM
SO PA EM BUD LM

DEPARTMENT OF ENVIRONMENTAL SERVICES
COUNTY OF CLACKAMAS
STATE OF OREGON

JOHN C. McINTYRE
Director

WINSTON W. KURTH
Deputy Director

THOMAS J. VANDERZANDEN
Project Development Director

DAVID R. SEIGNEUR
Development Agency Director

BENJAMIN R. RAINBOLT
Administrative Services Director

January 27, 1983

Mr. James D. McClure
Project Development Engineer
Oregon Department of Transportation
9002 S.E. McLoughlin Blvd.
Milwaukie, OR 97222

SUBJ: Splitting out the Realignment of Sunnyside Road at 82nd Avenue from the Railroad/Harmony Corridor Project

We have reviewed your letter of December 2nd and your memo of November 1 regarding the splitting out of the Sunnyside Road realignment from the overall Railroad/Harmony Corridor Project. We concur with you that no environmental impacts are associated with the realignment and that a categorical exclusion is appropriate. The County also agrees with your analysis that realigning the intersection and combining the two existing signals into one eight phase signal will improve the level of service from E to C. Also, this project is of critical importance in ensuring improved transit access along Railroad/Harmony between the Milwaukie CBD and Town Center timed transfer center. We have prepared a new project request form and are submitting it to you for your processing and approval and your A-95 process. At the same time we have initiated a consultant selection process for the performance of preliminary engineering on the project and have budgeted local funds for P.E. However we anticipate utilizing E-4 funds for right-of-way acquisition and construction.

Becuase we will want ODOT to perform final design and construction of the project, it is important that our P.E. effort be coordinated with you. Dave Seigneur will be managing the consultant selection and will be requesting you to sit on the selection committee. I have also enclosed a scope of work for the P.E. effort which I would like you to review. Please try and review this in the next week or so. Once the P.E. on the realignment is completed, we would like ODOT to begin final design using the P.E. products and immediately begin right-of-way acquisition with E-4 funding. Thus we will use E-4 funds to acquire right-of-way in 1983.

I have also enclosed a schedule for both the Sunnyside realignment and a schedule for developing the overall Railroad/Harmony Improvement Project. As you know this is one of the activities we have given Gary Spanovich. He will also be responsible for preparing the traffic analysis for the realignment and assisting Dave Seigneur with property owner coordination.

Earl - Pls handle new Project
Hardt - info

Also we would like to request ODOT to revise the project limits on the original Railroad/Harmony Project Request. Current limits are from the Milwaukie CBD to 82nd. These should be extended east to the Clackamas Town Center Timed Transfer Center.

The County would like to expedite both the Sunnyside realignment component and the overall Railroad/Harmony project. We appreciate your assistance in this effort.

Sincerely,

Bernard L. Straight

BERNARD L. STRAIGHT, Traffic Engineer
Policy & Project Development Division

BLS:bf
cc: Winston Kurth
Thomas VanderZanden
Dave Seigneur
Gary Spanovich
Jon Rose
4/7

10,040

FEDERAL AID PROJECT REQUEST

Date January 21, 1983

Applicant Agency Clackamas County

Request for: Off-System _____, FAS-C _____, FAUS _____ Project

Federal Aid Route No. FAU 9718 Route Name Sunnyside Road Realignment at 82nd Avenue

Project Name Sunnyside Road realignment at 82nd Avenue (part of the Harmony Road/ Railroad Avenue Project)

Project Length 550 feet

Project Location (Attach sketch map) Refer to Attachment A

Project Description Refer to Attachment B

Average Daily Traffic 11000/8300 Sunnyside Road/Harmony Road (at 82nd Ave).

Design Speed 30 MPH

Complete Applicable Sections:

I. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

Width North: 38' South: 26'

Travel Lanes North: 3 South: 2

Shoulders 2'

Medians Yes - 3' to 15'

Parking No

Sidewalks 8' north 5' south

Remarks Median opening occurs approximately 250 feet east of 82nd Avenue on Sunnyside Road

2. Desired Roadway Cross Section: (Attach sketch)

Width North: 38' South: 26'

Travel Lanes North: 3 lanes South: 2 lanes

Shoulders 2'

Medians Yes 3' to 15'

Parking No

Curbed Yes

Length Curb Radii Determine in P.E.

Sidewalk/Bikeway 8' north; 5' south

Remarks P.E. should look at proper traffic control of existing Sunnyside; possible bus stop/transit/pedestrian connections.

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

General Width 95'/135' Minimum 90' Maximum 135'

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?
Yes X No _____ (Sunnyside Road has been improved since then)

3. Will additional right-of-way be needed? Yes X No _____
If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes X No _____
Remarks Right-of-way will have to be acquired for realignment. Property to be acquired is currently vacant with a portable trailer located on it.

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:

Multi-phase signal at 82nd Avenue & Harmony Road; and 82nd Avenue & Sunnyside Road. Harmony Road & Sunnyside Road are off set requiring two signals for east-west traffic.

2. **Proposed Signalization:**

Location Realign Sunnyside Road east of 82nd to directly into Harmony. Install a new 8 phase signal.
Type Fully activated
Phases 8 phase recommended
Type of Suspension To be determined by P.E.
Interconnected To be determined by P.E.
Remarks

3. **Permanent Signing:**

Include in project or by applicant? To be determined by P.E.

4. **Permanent Striping:**

Include in project or by applicant? To be determined by P.E.

IV. ILLUMINATION DATA

1. **Existing Illumination and Location:**

On 82nd Avenue & Sunnyside Road

2. **Proposed Illumination:**

Location Sunnyside Road & 82nd Avenue
Type To be determined by P.E.

Remarks

V. STRUCTURE DATA

1. **Existing Structure:**

Location None - Project will not affect culvert to the east.
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. **Proposed Structure:**

Location

Approximate Size: Length Width

Are sidewalk/bikeways desired?

Are any utilities to be attached to structure?

Are provisions for illumination desired?

Are there any unusual or complicating conditions?

Remarks

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes ____ No X

Name of Railroad

Existing Crossing Protection

2. Will existing railroad crossing be altered?

Remarks

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement — Winston Kurth
Office
2. Environmental — Department of Environmental Services
Office
3. Public Hearing — 902 Abernethy Road, Oregon City, OR 97045
Office

Remarks

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant X State ____ Consultant X

2. Project construction engineering to be performed by:

Applicant ____ State X Consultant ____

3. Will applicant perform any work prior to or after award of contract?
Yes X No ____
If "yes," describe briefly: citizen involvement, data collection, design consultation, and project coordination will be done by applicant.

4. Applicant's estimate of cost for requested project:

Roadway Work	$ 160,000*
Right-of-way costs (if participating)	495,000*
Traffic control	100,000*
Illumination	
Structures	
Railroad	
Other	
Preliminary engineering	25,000**
PROJECT TOTAL	$ 780,000

Remarks * E4 funds; ** Local funds

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF ____ and/or CLACKAMAS COUNTY

By ____ By Bernard L Straight

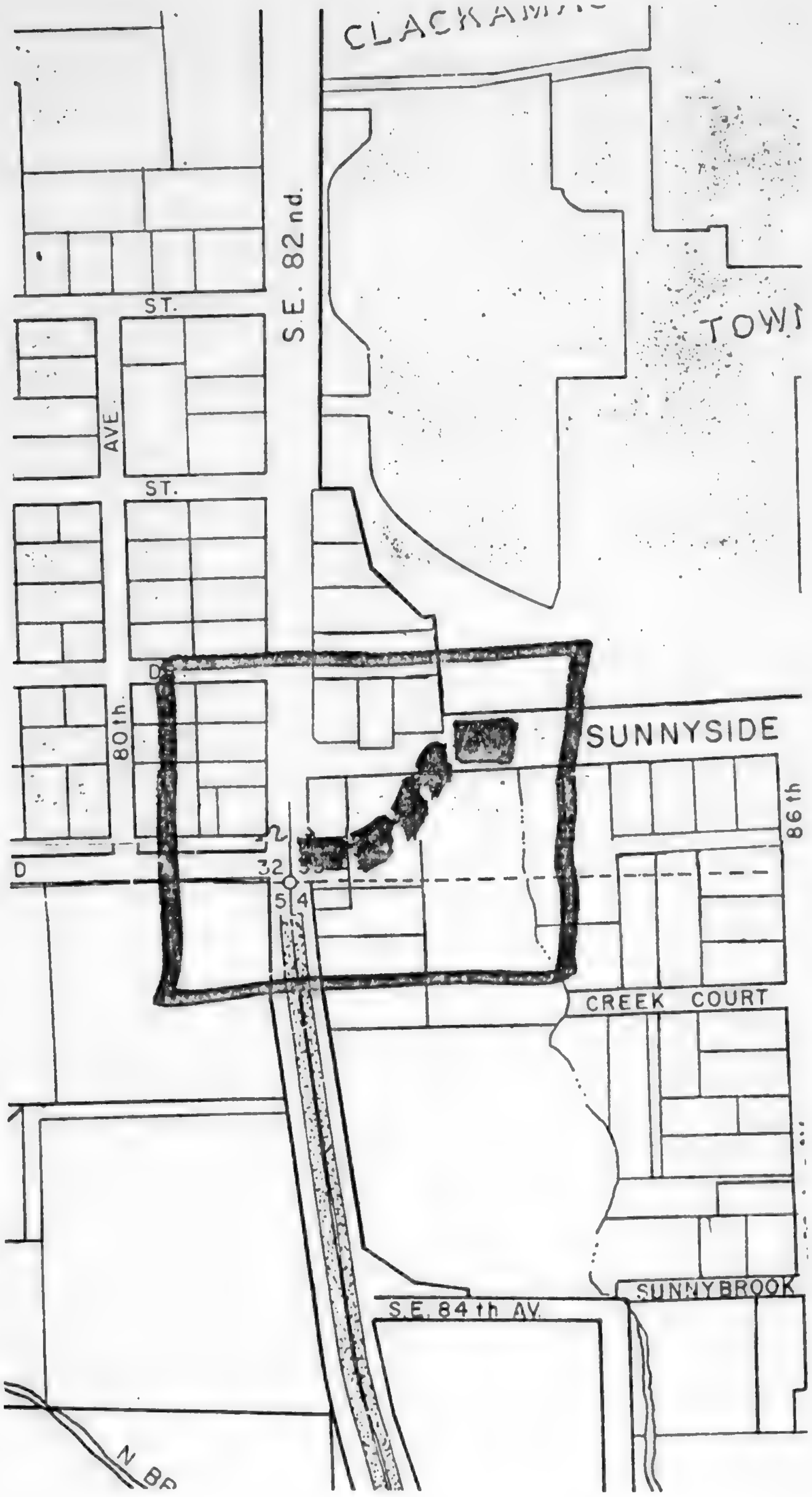
By ____ By ____

By ____

(1976)

ATTACHMENT [illegible]

SUNNYSIDE ROAD REALIGNMENT


CLACKAMA
S.E. 82nd.
ST.
AVE.
ST.
TOWN
80th
D
SUNNYSIDE
86th
D
32
33
5
4
CREEK COURT
SUNNYBROOK
S.E. 84th AV.
N BR

ATTACHMENT B

Project Description

The Sunnyside Road and 82nd Avenue realignment is part of the Railroad Avenue and Harmony Road corridor project.

The main objective of the Railroad Avenue-Harmony Road project is to develop a regional transit trunk route between the Clackamas Town Center (I-205) and the downtown Milwaukie time transfer station (McLoughlin Blvd.). The Railroad-Harmony project will improve traffic flow and provide safer more efficient environment for automobiles, bicyclists, and pedestrians.

Some specific components of this project will be:

1. The provision of pedestrian facilities throughout the project length;
2. The provision for safe efficient school bus stops primarily in the Harmony Road section of this project;
3. The development of an intersection design at Linwood Avenue.
4. The provision of transit amenities that would support this route's designation as a regional transit route;
5. Provide turn lanes at critical intersections to provide improved traffic flow and safety;

6.* Realignment of the Harmony Road-82nd Avenue intersection to correspond with the 82nd-Sunnyside Road section. (As approved in the Clackamas County Town Center Design Plan - October 22, 1980);

7. Create a connection for pedestrians to the Railroad Avenue transit facilities from the growing industrial/office complex between Railroad and Hwy. 224;
8. Facilitate transit crossings at Hwy. 224.

This project upon completion will provide a critical east/west connection between the I-205 corridor at the Clackamas Town Center, and the Milwaukie transfer station on the McLoughlin corridor. Both these sections of urban Clackamas County are growing rapidly. To achieve regional goals of air quality, and transit efficiency it is necessary to provide this facility.

This project responds to component number 6* noted above. However traffic analysis recently completed by Clackamas County and the Oregon Department of Transportation (ODOT) indicates that the realignment of Sunnyside Road east of 82nd Avenue will meet the overall objectives of the Railroad/Harmony project in a more cost-effective fashion with no environmental impacts. Further right-of-way acquisition cost will be greatly reduced.

The project purpose is to realign approximately 550 lineal feet of Sunnyside Road east of 82nd Avenue, south to correspond to the Harmony Road and 82nd Avenue intersection and install a new 8 phase signal for traffic control. This project will eliminate 2 ninety degree turns at the present intersection, will decrease intersection delay significantly, and will improve intersection safety. Thus transit circulation and access between the two timed transfer centers will be improved in terms of travel time, safety, and operations.

1985 Cline Falls-Newcomb Rd. Sec, 10,041
Cline Falls Hwy. W. of Redmond
(paving)

C+A 8227 9-18-84

10,041

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: 7/31/87

COUNTY: DESCHUTES AGREEMENT NO: 8227 PROJECT NO: RS-B710(1&2)

CONTRACT NO: 10041 SECTION: Cline Falls-Newcomb Section

Preliminary Engineering (Prefix: C509-1936)

	PARTICIPATING	NONPARTICIPATING
Project Manager	$ 988.39	$
Final Design	1,237.15	
Region Geology	188.30	
Traffic Section	199.94	
Location Section	56.67	
Program Section	63.48	
Specifications	654.59	
Administrative Services	19.03	
Surface Design Engineer	383.00	
Training	339.22	
TOTAL P.E. COST	$ 4,130.22	$ -0-

Construction (Prefix: C509-1044 & C10041)

	PARTICIPATING	NONPARTICIPATING
Payment to Contractor	$361,898.00	$5,000.00
Interest on Final Payment		258.99
Field Engineering Cost	15,875.53	41.50
Final Design	98.25	
Material Lab	1,478.25	
Technical Services	4.96	
TOTAL CONSTRUCTION COST	$379,354.99	$5,300.49

SUMMARY:

Participating P.E. Cost	$ 4,130.22
Participating Const. Cost	379,354.99
TOTAL PARTICIPATING COST	$383,485.21

FEDERAL FUNDS:

P.E. (88.15%)	$ 3,640.79	
Const. (88.15%)	334,401.42	(338,042.21)
SUBTOTAL		$ 45,443.00
Less State Share 1/2 Balance		(22,721.50)
Plus Nonparticipating County Cost		5,300.49
Less State Share of Nonparticipating Field Engineering Cost		(20.75)
Payment by Eagle Crest Partner		(5,000.00)
Less County's Advance Deposit		
P.E. AD #85-35	$16,400.00	
Const. AD #85-43	7,900.00	(24,300.00)
REFUND DUE COUNTY		$ (1,298.76

MKS:pf

10,041

ORIGINAL 5-26-87

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon

FEDERAL AID PROJECT NO. RS-B710(2)

PROGRAM APPROVED

VOUCHER PERIOD From: 4/17/85 To: 11/13/86

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
075	384,655.48	379,354.99	.8815	334,401.42	334,401.42	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY Oregon *State Highway Agency*

By Controller *Authorized Officer* 5/26/87 *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative Date

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	CLINE FALLS - NEWCOMB ROAD SECTION CLINE FALLS COUNTY ROAD DESCHUTES COUNTY					
	Construction Type Code 1000 Overlay (M.P. 0.00 to M.P. 5.57)					
	Final Contract Payment Summary	Lump Sum			$361,898.00	✓
	Construction Engineering					
	State	All Required			$ 17,456.99	/
	TOTAL PARTICIPATING CONSTRUCTION COST				**$379,354.99**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 258.99	–
	Construction Engineering	All Required			41.50	–
	Final Contract Payment Summary	All Required			5,000.00	✓
	TOTAL NON PARTICIPATING PROJECT COST				**$ 5,300.49**	
	TOTAL PROJECT COST				**$384,655.48**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 5/14/87.					
	AMOUNT CARRIED FORWARD					

```
                                                                       FISCAL          GRAND TOTAL    ACTIVE  IFS
 DESCRIPTION        PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH    YEAR TO DATE       TO DATE        BEG     END
                    509     1039     296     00 N 9  11,051.55CR     12,836.93CR     12,836.93CR      S5      S5
                    509     1039     298     00 N 9  11,051.55       12,836.93       12,836.93        S5      S5
                    509     1039     900     00 P 1   2,988.13        5,395.31        5,395.31        S4      S5
                    509     1039     920     00 P 1        .15CR         33.99           33.92        S4      S5
                    509     1039     940     00 P 1     148.00        1,249.00        1,249.00        S5      S5
                    509     1039     942     00 P 1      25.04          337.92          337.92        S5      S5
                    509     1039     944     00 P 1       1.24CR        330.79          330.79        S4      S5
                    509     1039     945     00 P 1        .13CR         27.21           27.21        S4      S5
                    509     1039     946     00 P 1       1.96CR          1.17CR          1.17CR      S4      S5
                    509     1039     948     00 P 1        .03CR          8.30            8.30        S5      S5
                                     TOT        P1   40,475.62       56,447.31       56,447.31
                              ** JOB TOTALS **       40,475.62  **   56,447.31  **   56 447.31  **

                                                                                                  STATE
 CLINE FALLS-NEWCOMB ROAD  CONT NO    FA PROJ NOS RS  B710002 100
                    509     1044     296     00 N 9      24.12CR         24.12CR         24.12CR      S5      S5
                    509     1044     298     00 N 9      24.12           24.12           24.12        S5      S5
                    509     1044     900     00 P 1     314.49          314.49          314.49        S5      S5
                    509     1044     944     00 P 1       4.96            4.96            4.96        S5      S5
                                     TOT        P1      319.45          319.45          319.45
                              ** JOB TOTALS **          319.45  **      319.45  **      319.45  **

                                                                                                  STATE
 NEW AVENUE-STURGEON ROAD  CONT NO    FA PROJ NOS RS  B712002 100 SR  B712002
                    509     1045     296     00 N 9      10.71CR         10.71CR         10.71CR      S5      S5
                    509     1045     298     00 N 9      10.71           10.71           10.71        S5      S5
                    509     1045     900     00 P 1      98.37           98.37           93.37        S5      S5
                    509     1045     944     00 P 1       4.96            4.96            4.96        S5      S5
                    509     1045     945     00 P 1     109.35          109.35          109.35        S5      S5
                    509     1045     946     00 P 1     126.64          126.64          126.64        S5      S5
                                     TOT        P1      339.32          339.32          339.32
                              ** JOB TOTALS **          339.32  **      339.32  **      339.32  **

                                                                                                  STATE
 HUDSON SLOUGH BRIDGE      CONT NO 9481   FA PROJ NOS BRS A409003 100
                    510     1012     201     00 P 1                     292.64CR    639,560.26        [illegible] S5
                    510     1012     201     00 N 1                                     33[illegible].50
                    510     1012     203     00 P 1                                   3,150.00CR
                    510     1012     296     00 N 9                   2,168.86CR    728,135.5[illegible]CR
                    510     1012     297     00 N 9                                 130,000.00
                    510     1012     298     00 N 9                   2,168.86      595,135.56
                    510     1012     900     00 P 1         .72          12.79        3,712.41
                    510     1012     904     00 P 1         .72CR       104.84      101,[illegible]
                    510     1012     920     00 P 1                                     184[illegible]
                    510     1012     928     00 N 1                                      52[illegible]
                    510     1012     940     00 P 1                                   3,5[illegible]
                    510     1012     941     00 P 1                                  [illegible]
                    510     1012     942     00 P 1                                  [illegible]
                    510     1012     944     00 P 1                                  [illegible]
```

10 041

jc cc: OSHD (L. W. Rulien) **STATE COPY** # 10041

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 4	REPORT NO. 1	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT NOV 10 '86	REPORT MADE BY 11-10-86 C. O. Fredrickson, Construction Engineer		PROJECT NO. RS-B710(2)
COMPLETION DATE (Actual) 8-31-85	ACCEPTANCE DATE BY CONRTACT AGENCY 7-30-86	TIME ELAPSED 100 %	CONTRACT TIME 8-31-85

LOCATION

Cline Falls-Newcomb Road, FAS B710 (Cline Falls Road)

~~The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000).~~

A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Asphalt concrete pavement overlay construction.

   B. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Kiewit Pacific Company, Vancouver, WA

3. Contract Amount: $366,898.00

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) ______________________

Title Construction Engineer

[illegible]
F. SCHWART

RECEIVED
STATE HWY ENGR
NOV 13 '86
REFER TO Fredrickson
FOR

by 10/14

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE Thomas P Lowe		SIGNATURE	
TITLE Area Engineer	DATE 11/12/86	TITLE District Engineer B	DATE 11/13/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.

10,041

8-28-86

OREGON STATE HIGHWAY DIVISION **REQUEST FOR WARRANT** RS-B720(2)

Payable to: Kewit Pacific Co.
PO Box 1769
Vancouver WA 98668

Project No.:

Hwy. Agr. No.:

Contract No.: 10041

Project:

Estimate No.: 3 Final

Period Covered:

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	5000.00		
	Interest on 5407.00 from			
	5/21/86-8/25/86 • 97 days @	258.99		
	2.67/day =			
	Totals			
	Retained ___ %			
	Total Payments	5258.99		

Approved by: W. E.

Prepared by: J Henry

CPS = 407.00

Common Data Elements

Doc. No. RW C10041

08 28 86
Month Day Year

Agency 02 Vendor #0000963086 Suf. 00 Ref. Doc./Suf. ______ Check No. ______

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	240	C10041	011	8033					5000.00	C10041		
02	223	"	010	"	349				258.99			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

```
                              OREGON DEPARTMENT OF TRANSPORTATION                                     08/29/86
                                       HIGHWAY DIVISION
FMCP010-1        CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE           PAGE    1
```

Batch # C109   8-29-86

```
CONTRACT NUMBER:  C10041          ESTIMATE NUMBER: 003            KIEWIT PACIFIC CO.

                               CONTRACT            LIQUIDATED             RETAINAGE          FORCE ACCOUNT     N
NUMBER      NUMBER             PAYMENT               DAMAGE                                     AMOUNT

AMOUNT TO DATE:               366,112.06               0.00               5,000.00              785.94
PRIOR AMOUNT:                 365,705.06               0.00               5,000.00              785.94

PRESENT AMOUNT:                   407.00               0.00                   0.00                0.00

EA          SUB-               CONTRACT            LIQUIDATED             RETAINAGE          FORCE ACCOUNT     N
NU  ER      NUMBER             PAYMENT               DAMAGE                                     AMOUNT

C10041       011                  407.00               0.00                   0.00                0.00

          TOTAL                   407.00               0.00                   0.00                0.00




PROJECT MANAGER-THACKERY - REGION 4

TYPE OF RETAINAGE : STANDARD RETAINAGE

LUMP SUM          :        5,000.00

PERCENT RETAINED  :
```

R5·B710(2)

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
NTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

08/29/86
PAGE 1

Batch # C109 8-29-86

C10041 ESTIMATE NUMBER: 003 KIEWIT PACIFIC CO.

CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
366,112.06	0.00	5,000.00	785.94	361,898.00
365,705.06	0.00	5,000.00	785.94	361,491.00
407.00	0.00	0.00	0.00	407.00

CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE	FORCE ACCOUNT AMOUNT	NETPAY
407.00	0.00	0.00	0.00	407.00
407.00	0.00	0.00	0.00	407.00

HACKERY - REGION 4

: STANDARD RETAINAGE

: 5,000.00

:

RS·B710(2)

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

COUNTY	DESCHUTES
CONTRACT NO.	C10041
ESTIMATE NO.	3
HIGHWAY	FAS B710 (CLINE FALLS RD)
FEDERAL AID PROJECT NO.	RS-B0710002
SECTION	CLINE FALLS-NEWCOMB ROAD

NO.	ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	11 MOBILIZATION		LUMP SUM	15000.0000	100.000	15000.00	15000.00
002	11 TEMP PROTECTION AND	DIR OF TRAFFIC	LUMP SUM	3703.0000	100.000	3703.00	3703.00
003	11 TEMPORARY SIGNS		SQ FT	8.0000	493.500	3948.00	3980.00
004	11 FLAGGERS		HOUR	10.0000	209.000	2090.00	2090.00
005	11 PILOT CAR		HOUR	25.0000	39.500	987.50	987.50
006	11 CL B ASPH CONC MIX	PA 1 3	TON	10.0000	11,032.350	110323.50	110323.50
007	11 ASPHALT CEMENT IN MIXTURE	PA 3	TON	300.0000	677.100	203130.00	203127.00
008	11 HYDRATED LIME IN MIXTURE	PA 3	TON	100.0000	107.330	10733.00	10297.00
009	11 ASPHALT IN TACK COAT	PA 3	TON	180.0000	24.360	4384.80	4384.80
	PRICE AGREEMENT ITEMS						
3003E	11 STANDBY TIME		LUMP SUM	570.0000	100.000	570.00	570.00
	ADJUSTMENT ITEMS						
6001A	11 A.C. MIX	BONUS	LUMP SUM	1934.3600	100.000	1934.36	1934.36
6001C	11 A C MIX	BONUS	LUMP SUM	9307.9000	100.000	9307.90	9307.90
	FORCE ACCOUNT ITEMS						
801	11 TEMP STRIPE	94002				785.94	785.94

Type Code	"P" Construction Cost	Total Cost	"N" Construction Cost
I000	$361,898.00	366,898.00	5000.00

	PAY ITEM NO.	ITEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
IN	3003A	Class "C" Asphalt Concrete Mixture	150.0	Tons	10.00	1500.00
IN	3003B	Asphalt Cement in Mixture	9.0	Tons	300.00	2700.00
IN	3003C	Hydrated Lime in Mixture	1.4	Tons	100.00	140.00
IN	3003D	Asphalt in Tack Coat	0.5	Tons	180.00	90.00
IN	3003E	Stand by Time	1.0	Lump Sum	570.00	570.00

ACT ITEMS	366112.06	365705.06
ACCOUNT	785.94	785.94
	366,898.00	

AYMENT VOUCHER

COUNTY DESCHUTES		CONTRACT NO. C10041	ESTIMATE NO. 3
HIGHWAY FAS B710 (CLINE FALLS RD)		FEDERAL AID PROJECT NO. RS-B0710002	
SECTION CLINE FALLS-NEWCOMB ROAD			

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ON		LUMP SUM	15000.0000	100.000	15000.00	15000.00	
CTION AND	DIR OF TRAFFIC	LUMP SUM	3703.0000	100.000	3703.00	3703.00	
SIGNS		SQ FT	8.0000	493.500	3948.00	3980.00	32.00-
		HOUR	10.0000	209.000	2090.00	2090.00	
		HOUR	25.0000	39.500	987.50	987.50	
CONC MIX	PA 1 3	TON	10.0000	11,032.350	110323.50	110323.50	
MENT IN MIXTURE	PA 3	TON	300.0000	677.100	203130.00	203127.00	3.00
IME IN MIXTURE	PA 3	TON	100.0000	107.330	10733.00	10297.00	436.00
TACK COAT	PA 3	TON	180.0000	24.360	4384.80	4384.80	
REEMENT ITEMS							
ME		LUMP SUM	570.0000	100.000	570.00	570.00	
NT ITEMS							
	BONUS	LUMP SUM	1934.3600	100.000	1934.36	1934.36	
	BONUS	LUMP SUM	9307.9000	100.000	9307.90	9307.90	
COUNT ITEMS							
F	94002				785.94	785.94	

Code	"P" Construction Cost	Total Cost	"N" Construction Cost
0	$361,898.00	366898.00	5000.00

TEM DESCRIPTION	EST. QUANTITY	UNIT	AGREED UNIT PRICE	AMOUNT
C" Asphalt Concrete	150.0	Tons	10.00	1500.00
Cement in Mixture	9.0	Tons	300.00	2700.00
Lime in Mixture	1.4	Tons	100.00	140.00
in Tack Coat	0.5	Tons	180.00	90.00
Time	1.0	Lump Sum	570.00	570.00

	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
ACT ITEMS	366112.06	365705.06	407.00
ACCOUNT	785.94	785.94	
	366,898.00		

```
                              JOB COST SUMMARY RUN ON
                       EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                           CHARGES ARE CURRENT TO 06/20/87

                                              CREW   MSA         CURRENT         BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH              DATE
--          ------ -------- ---------- ------ -----          -------         ----------
C10041      000               555        0521                                       20.03
OBJ-DETAIL 555                                                                       20.03

ACTIVITY                                                                             20.03 SUBTOT

C10041      000    010        001        0813                                      214.78
C10041      000    010        001        0821                                      640.45
OBJ-DETAIL 001                                                                       855.23

ACTIVITY   010                                                                      855.23 SUBTOT

C10041      000    020        001        8027                                      389.47
OBJ-DETAIL 001                                                                       389.47

ACTIVITY   020                                                                      389.47 SUBTOT

C10041      000    900        001        4000                                    1,012.50
C10041      000    900        001        4061                                      424.26
C10041      000    900        001        8021                                    4,641.28
C10041      000    900        001        8027                                    3,337.88
C10041      000    900        001        8045
OBJ-DETAIL 001                                                                     9,415.92

C10041      000    900        030        8021                                    1,849.77
C10041      000    900        030        8027                                      412.11
C10041      000    900        030        8051                                      369.85
OBJ-DETAIL 030                                                                     2,631.73

C10041      000    900        106        8021                                      825.00
OBJ-DETAIL 106                                                                       825.00

C10041      000    900        130        8027                                       22.66
OBJ-DETAIL 130                                                                        22.66

C10041      000    900        470        4061                                       40.32
C10041      000    900        470        8021                                       26.42
C10041      000    900        470        8027                                       28.45
OBJ-DETAIL 470                                                                        95.19

C10041      000    900        548        8021                                       40.80
OBJ-DETAIL 548                                                                        40.80

C10041      000    900        550        4000                                       28.00
C10041      000    900        550        4061                                       68.00

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
N ON
L CREW-NUMBER
LOADED
06/20/87

       CURRENT     BALANCE TO
        MONTH         DATE
       -------     ----------
                         20.03
                         20.03

                         20.03 SUBTOTAL
                        214.78
                        640.45
                        855.23

                        855.23 SUBTOTAL
                        389.47
                        389.47

                        389.47 SUBTOTAL
                      1,012.50
                        424.26
                      4,641.28
                      3,337.88

                      9,415.92

                      1,849.77
                        412.11
                        369.85
                      2,631.73

                        825.00
                        825.00

                         22.66
                         22.66

                         40.32
                         26.42
                         28.45
                         95.19

                         40.80
                         40.80

                         28.00
                         68.00
```

```
PAGE    85

                              JOB COST SUMMARY RUN ON
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 06/20/87

                                                CREW    MSA       CURRENT      BALANCE TO
EA         SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH          DATE
--         ------ -------- ---------- ------ -----      -------     ----------
C10041     000    900      550        8021
OBJ-DETAIL 550                                                           510.10
                                                                         606.10

C10041     000    900      551        0825
C10041     000    900      551        8027                                91.00
OBJ-DETAIL 551                                                           182.00
                                                                         273.00
ACTIVITY   900
                                                                      13,910.40 SUBTO

C10041     000    901      001        7363
OBJ-DETAIL 001                                                            15.26
                                                                          15.26

C10041     000    901      504        7363
OBJ-DETAIL 504                                                             4.74
                                                                           4.74
ACTIVITY   901
                                                                          20.00 SUBTO
C10041     000    905      001        7300                    98.25       98.25
OBJ-DETAIL 001                                                98.25       98.25

ACTIVITY   905                                                98.25       98.25 SUBTO

C10041     000    940      001        8221
OBJ-DETAIL 001                                                            50.25
                                                                          50.25

C10041     000    940      551        0825
C10041     000    940      551        2042                               266.00
C10041     000    940      551        8027                              -684.00
OBJ-DETAIL 551                                                         1,171.00
                                                                         753.00
ACTIVITY   940
                                                                         803.25 SUBTOT
SUB-JOB    000 SUBTOTAL
                                                              98.25   16,096.63
C10041     001    900      189        8027
OBJ-DETAIL 189                                                            41.50
                                                                          41.50
ACTIVITY   900
                                                                          41.50 SUBTOT
SUB-JOB    001 SUBTOTAL
                                                                          41.50
C10041     010             349        8033
OBJ-DETAIL 349                                                           258.99
                                                                         258.99


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
N ON
L CREW-NUMBER
LOADED
06/20/87

     CURRENT          BALANCE TO
      MONTH              DATE
     -------          ----------
                          510.10
                          606.10

                           91.00
                          182.00
                          273.00

                       13,910.40 SUBTOTAL

                           15.26
                           15.26

                            4.74
                            4.74

                           20.00 SUBTOTAL

      98.25                98.25
      98.25                98.25

      98.25                98.25 SUBTOTAL

                           50.25
                           50.25

                          266.00
                         -684.00
                        1,171.00
                          753.00

                          803.25 SUBTOTAL

      98.25            16,096.63

                           41.50
                           41.50

                           41.50 SUBTOTAL

                           41.50

                          258.99
                          258.99
```

Fish

314.49
20.03
855.23
389.47
13910.40
20.00
15509.62
363.00
2.91
15875.53

Final DESIGN

materials
1478.25

+675

Non Part ENGN

Non Part int.

```
                            JOB COST SUMMARY RUN ON
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                            PAYROLL CHARGES ARE LOADED
                         CHARGES ARE CURRENT TO 06/20/87

                                     CREW   MSA        CURRENT      BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH           DATE
--       ------ -------- ---------- ------ -----       -------      -----------
ACTIVITY                                                                 258.99 SUBTOTA

SUB-JOB    010 SUBTOTAL                                                  258.99

C10041   011             199        8033                                   2.91
OBJ-DETAIL 199                                                             2.91

C10041   011             300        8033                             366,898.00
OBJ-DETAIL 300                                                       366,898.00

ACTIVITY                                                             366,900.91 SUBTOTA

C10041   011    900      106        8021                                 363.00
OBJ-DETAIL 106                                                           363.00

ACTIVITY   900                                                           363.00 SUBTOTA

C10041   011    940      551        8027                                 675.00
OBJ-DETAIL 551                                                           675.00

ACTIVITY   940                                                           675.00 SUBTOTA

SUB-JOB    011 SUBTOTAL                                              367,938.91

EA         C10041 TOTAL                                  98.25       384,336.03


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
N ON
IL CREW-NUMBER
 LOADED
 06/20/87

        CURRENT       BALANCE TO
D        MONTH           DATE
-       -------       ----------
                          258.99 SUBTOTAL

                          258.99

                            2.91
                            2.91

                      366,898.00
                      366,898.00

                      366,900.91 SUBTOTAL

                          363.00
                          363.00

                          363.00 SUBTOTAL

                          675.00
                          675.00

                          675.00 SUBTOTAL

                      367,938.91

          98.25       384,336.03
```

10,041

N

August 18, 1986

CON 5 - #10,041

The Aetna Casualty & Surety Co.
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market Street
Portland, OR 97201

On August 7, 1986, we wrote to you concerning release of final payment on Contract No. 10,041 awarded to Kiewit Pacific Company for work on the Cline Falls-Newcomb Road Section of FAS B710 in Deschutes County.

Final payment on this contract is $5,407.00 and the total contract amount is $366,898.00 including $785.94 for work performed under force account.

George Bell
Assistant Director

cc: Kiewit Pacific Company
P.O. Box 1769
Vancouver, WA 98668

bc: C. O. Fredrickson
Walt Hart
Dale Allen

10,041

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594 FILE: CON 5
10041

TO: Commission Services

DATE: July 30, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10041, On Site Work Substantially Completed August 31, 1985

All Work Completed April 21, 1986

Project Cline Falls - Newcomb Road

Highway FAS B710 (Cline Falls Rd.)

County Deschutes

Type of Work Paving

Contractor Kiewit Pacific Company

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

8-7-86 - Surety letter written.

RECEIVED
AUG 1 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1367

12,041

WI LY REPORT FOR CONSTRUCTION OJECTS

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PROJECT NAME (SECTION): Crater Lake Ave @ Delta Waters Rd (Medford)
HIGHWAY: Crater Lake Ave.
COUNTY: Jackson
CONTRACTOR: Hamilton Electric
KIND OF WORK: Traffic Signal Installation

WEEK ENDING: July 05,1986
CONTRACT NO.: 10141
F.A. PROJECT NO.: HES-2471(1)
DATE OF AWARD: Nov. 18,1985
FIRST NOTIFICATION DATE: Apr. 14,1986
ESTIMATED DATE OF COMPLETION, OR: May 28,1986
SECOND NOTIFICATION DATE AND: June 10,1986
ESTIMATED SEMIFINAL SUBMITTAL DATE: July 07,1986
AVERAGE FORCE ON PROJECT THIS WEEK
SUPERVISORS: 0 WORKERS: 0
PERCENT CONTRACT WORK COMPLETED: 100 %

PROJECT AUTHORIZATION

CURRENT AUTHORIZATION $ 82,310.27
ESTIMATED PROJECT COST $ 79,734.37
ESTIMATED PERCENT OVERRUN/UNDERRUN -3.5 %

ENGINEERING

AUTHORIZATION $ 7,188.67
COST THIS WEEK $ 161.00
TOTAL TO DATE $ 6,578.00
PERCENT OF AUTHORIZATION 92 %

CONTRACT TIME UNIT	DATE OF SPECIFIED COMPLETION	DAYS AVAILABLE OR LIMITING NO. OF DAYS	ELAPSED TIME OR DAYS CHRGD. TO END OF WEEK	PRESENT TIME ELAPSED OR CHARGED	EXPECT TO COMPLETE UNIT ON TIME
CD		180	189	105%	No

CONTRACT STATUS	GRADING	BASE	PAVING	SIGNALS	STRUCTURES	
ORIG. CONTRACT QUANTITIES						
EST. CORRECTED QUANTITIES						
EST. PERFORMED TO DATE						
PERCENT PERFORMED TO DATE						

ACTIVITIES THIS WEEK:

Work on the Semi-Final is almost complete.

XX

Conduit trench was backfilled with 1 sack Concrete mix at the City of Medford's expense per agreement between the City Inspector and Hamilton's Foreman.

A Holiday Stop Work Order is in effect 5/23/86 thru 5/26/86.

PROJECT VISITORS:

ACTIVITIES ANTICIPATED NEXT WEEK:

Turn-on was on 6/19/86

PROJECT MANAGER COMMENTS (INCLUDE DATE AND REASON FOR SUSPEND WORK ORDERS):

Ron Busey - Medford
PROJECT MANAGER (SIGN)

DISTRIBUTE AS INDICATED BY THE MARGINALS. GENERALLY SUBMIT THE ORIGINAL AND TWO COPIES TO THE CONSTRUCTION SECTION AND ONE COPY TO REGION.

734-3001 (REV. 1-86)

CONSTRUCTION SECTION

10,041

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10041

TO: Steve Macnab
Region 4 Construction Engineer

DATE: February 7, 1986

FROM: Gerald Wimer Jerry
Construction Operations Engineer

SUBJECT: Cline Falls-Newcomb Road Section
Contract No. 10041

RECEIVED
STATE HWY ENGR
FEB 10 '86
REFER TO
FOR
Info Inves R/O D/R Sign Act File

NOTED
W. E. SCHWARTZ

During our cursory review of the material summary certified December 4, 1985, and submitted December 5, 1985, for this project by your Region, we found the following non-resolved deficiencies in the materials records:

1. Correction of asphalt concrete mixture compaction data.
2. Contractor's process control test results and control charts for aggregate production and AC mixture tests have not been submitted to the construction Section.
3. No documentation in the test summary can be found to cover the following tests performed during aggregate production: (a) all the contractor's field test except for gradation, (b) all of the check and record testing required.
4. Short two check tests for asphalt cement used in mixture.

These deficiencies are of such nature that some action should be taken.

The third notification for this project should be rescinded until the contractor's process control test results and charts are received.

Please determine and submit the required details and/or propose corrective action. To aid your review, the following records were returned December 20, 1985:

1. Test summary,
2. Pad contractor's aggregate gradation reports.

The bid item(s) relating to these deficiencies are 6 and 7 respectively. The last estimate shows their value at $110,323.50 and $203,127.00 respectively or a total of $313,450.50.

Unless we hear from you by March 10, 1986, the project records will be closed. Some or all of these items will be declared non-participating and will require use of State and/or local funds. Your timely submittal of the required records indicating that materials are of specified ill preclude this. You may still have basis for a price adjustment against the contractor, or you may have a basis for a lessor non-participating amount than identified by this office.

Should any amounts be declared non-participating, such action will be reported to the Assistant State Highway Engineer for Operations.

Your attention is further directed to the fact this project includes local government funding. This means that any uncorrected deficiencies not billed against the contractor will result in non-participation, part or all of which must be billed to the local government. We should make the effort to preclude this unsupported expense against their funds.

GW:mk

cc: W. E. Schwartz
Jack Sullivan
Don Harwell
Quality Control
Contract Payments

02064M

FORM 734-3001

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Cline Falls-Newcomb R

WEEK ENDING: September 28 , 1985

SECTION PREFIX: C10041-000

HIGHWAY: Cline Falls Road

COUNTY: Deschutes

NAME OF JOB: Cline Falls-Newcomb Road

KIND OF WORK: Paving

CONTRACTOR: Kiewit Pacific Co.

CONTRACT NUMBER: 10041

FEDERAL AID PROJECT NUMBER: RS-B710 (2)

DATE OF CONTRACT: May 16, 1985

DATE WORK STARTED: August 19, 1985

ESTIMATED COMPLETION DATE: August 31, 1985

AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0

SPECIFIED WORK DAYS:

SPECIFIED CALENDAR DAYS:

WORK DAYS USED:

CALENDAR DAYS USED:

PROJECT AUTHORIZATION: $ 406,501.39

SPECIFIED COMPLETION DATE: August 31, 1985

PERCENT OF TIME ELAPSED: 100

EXCLUSIVE OF ENGINEERING: $ 374,267.80

ENGINEERING AUTHORIZATION: $ 32,233.59

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 374,267.80

ENGINEERING COST TO DATE: $ 7,000.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100

ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %

PERCENT OF AUTHORIZATION: 22 %

DATE PROJECT WAS COMPLETED: August 31, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L PROD.		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					5.57
MILES PARTIALLY COMPLETED					
MILES COMPLETED					5.57
TOTAL ESTIMATED QUANTITIES (CONTRACT)					11050 T
TOTAL QUANTITIES CORRECTED TO DATE					11030 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					11030 T
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9-22	Partly cloudy			
MONDAY 9-23	sunny warm			
TUESDAY 9-24	sunny warm			
WEDNESDAY 9-25	sunny warm			
THURSDAY 9-26	sunny warm			
FRIDAY 9-27	sunny warm			
SATURDAY 9-28	sunny warm			

GENERAL [illegible]SCRIPTION OF ACTIVITIES FOR T[illegible] WEEK

SUNDAY 9-22	NO ACTIVITY
MONDAY 9-23	NO ACTIVITY
TUESDAY 9-24	NO ACTIVITY
WEDNESDAY 9-25	NO ACTIVITY
THURSDAY 9-26	NO ACTIVITY
FRIDAY 9-27	NO ACTIVITY
SATURDAY 9-28	NO ACTIVITY

REMARKS

JOB COMPLETED AUGUST 31, 1985

SEMI FINAL TURNED IN SEPTEMBER 27, 1985

SEMI FINAL INSPECTION WILL BE OCTOBER 27, 1985

SIGNED DL Olson
D. L. Olson
LOCATION SISTERS

PRIME RESIDENT SUBMIT 2 COPIES WHEN BRIDGES AND GRADING BOTH ARE INVOLVED SUBMIT 3 COPIES

10,041

8-27-85

P

ORDER FOR FORCE WORK

ORDER No. 1

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

PROGRAM SECTION
Manager ____ Resource Unit ____
FA Unit ____ Program Unit ____
MAY 19 1987
Refer To ____
R/D ____ Act ____ Reply ____
Disc ____ Info ____ File ____

WORK TO BE DONE BY Eagle Crest (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 10041

PROJECT NAME Cline Falls - Newcomb Road DATE August 20 1985

HIGHWAY Cline Falls Road FAP No. RS-B710 (2)

COUNTY Deschutes PREFIX C10041-000 FUNCTION

DESCRIPTION OF WORK TO BE DONE:

Receive payment for Paving a Left Turn to Eagle Crest.

LOCATION BY STATION NUMBERS:

M.P. 0.85 to M.P. 1.05

ESTIMATE OF QUANTITIES & COSTS:

Eagle Crest's cost for Left Turn = $5000.00

EXPLANATION: This work was performed by the Contractor on Price Agreement No. 3.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

CONTRACT PROJECTS AND MISC.: Submit original through channels to Construction Engineer in Salem. After approval copies will be sent to the Region Engineer, Resident Engineer and Highway Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 406,501.39
Present estimate of costs including work under this Force Order	$ 406,501.39
Estimated Overrun Underrun Amount	$ 0.00
Estimated Overrun Underrun Percent	0

SUBMITTED BY: H W Robertson

TITLE: Project Manager

APPROVAL RECOMMENDED: ____ Region Engineer

APPROVAL RECOMMENDED: ____

TITLE: ____

APPROVED: ____ AUG 27 Construction or Traffic Engineer

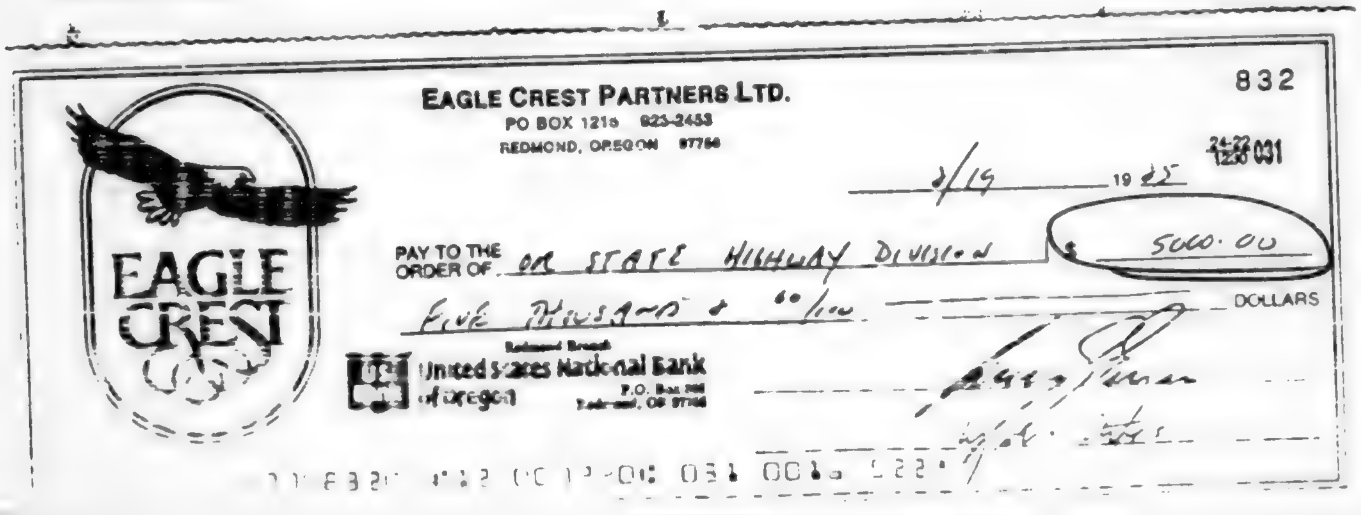
APPROVAL RECOMMENDED: ____

TITLE: ____

DO NOT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT PROJECTS.

718

Form 734-1105 (Rev. 1-79)



EAGLE CREST PARTNERS LTD.
PO BOX 1216 923-2453
REDMOND, OREGON 97756

832

24-22/1230 031

2/19 19 85

PAY TO THE ORDER OF OR STATE HIGHWAY DIVISION $ 5000.00

Five Thousand & 00/100 DOLLARS

Redmond Branch
United States National Bank of Oregon
P.O. Box
Redmond, OR 97756

June 11, 1985

Kiewit Pacific Company
P. O. Box 1769
Vancouver, WA 98668

CON 5

#10,041

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

> Contract No. 10,041 for paving on the Cline-Falls-Newcomb Road Section of FAS B710 in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1500
200 S. W. Market Street
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Jerry Thackery

KIEWIT PACIFIC CO.

A Kiewit Company

NORTHWEST DISTRICT OFFICE:
P.O. Box 1769
Vancouver, WA 98668
206/693-1478

HOME OFFICE:
1000 Kiewit Plaza
Omaha, Nebraska 68131

May 10, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

ATT: ROBERT W. GORMSEN

RE: CLINE FALLS - NEWCOMB ROAD
(Cline Falls Road) FAS B710 Highway
Deschutes County

Gentlemen:

To meet the 1% DBE participation for the referenced project, we will use Butler Development Co., 13318 N.E. 4th Court, Vancouver, Washington 98665 as a subcontractor for the following items:

ITEM #	DESCRIPTION	QUANTITY	UNIT PRICE	APPROX. TOTAL
2	Temp. Protection and Direction of Traffic (Partial)	LS	LS	$1,600.00
4	Flaggers	200/hr	$10/hr	2,000.00

This totals $3,600.00 DBE participation, meeting the 1% assigned goal of $3,515.51.

Very truly yours,

Greg Basel

GREG BASEL
General Superintendent
Northwest District

GB/mkh

cc: File

RECEIVED
MAY 1[illegible] 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jonas

KIEWIT PACIFIC CO
A Kiewit Company

NORTHWEST DISTRICT OFFICE:
P.O. Box 1769
Vancouver, WA 98668
206/693-1478

HOME OFFICE:
1000 Kiewit Plaza
Omaha, Nebraska 68131

June 6, 1985

State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

ATT: ROBERT W. GORMSEN
Commission Services

RE: YEW AVENUE - Contract No. 10,042
CLINE FALLS - Contract No. (10,041) file under

As requested in your letter of June 4th, we are enclosing certified copies of Sections 6, 7 and 8 of Article V of our by-laws designating Charles D. Nylund as Vice President and Richard Geary as President of Kiewit Pacific Co.

Please note that these changes were effective February 4, 1985.

Carl SANDERS

CARL J. SANDERS
Business Manager
Northwest District

CJS/mkh

enclosures

cc: Greg Basel
Prequalification File

RECEIVED
JUN 07 1985
COMMISSION SERVICES
[illegible] OF TRANSPORTATION

CERTIFIED COPY OF SECTIONS 6, 7, AND 8
OF ARTICLE V OF BY-LAWS OF
KIEWIT PACIFIC CO.

"OFFICERS - THE PRESIDENT - Section 6. The president shall be the chief executive officer of the corporation, shall preside at all meetings of the stockholders and the board of directors, shall have general and active management of the business of the corporation and shall see that all orders and resolutions of the board of directors are carried into effect.

"Section 7. He shall execute bonds, mortgages and other contracts requiring a seal, under the seal of the corporation, except where required or permitted by law to be otherwise signed and executed and except where the signing and execution thereof shall be expressly delegated by the board of directors to some other officer or agent of the corporation.

"THE VICE PRESIDENTS (IF ANY) - Section 8. In the absence of the president or in the event of his inability or refusal to act, the vice-president (or in the event there be more than one vice-president, the vice-presidents in the order designated by the directors, or in the absence of any designation, then in the order of their election) shall perform the duties of the president, and when so acting, shall have all the powers of and be subject to all the restrictions upon the president. The vice-presidents shall perform such other duties and have such other powers as the board of directors may from time to time prescribe."

* * * * * * * * * *

I, James P. Clarke, Secretary of Kiewit Pacific Co., a corporation organized under the laws of the State of Delaware, do hereby certify that the foregoing is a full, true and correct copy of Sections 6, 7, and 8 of Article V of the By-Laws of said corporation.

I further certify that Charles D. Nylund is a duly elected, qualified, and acting Vice President of Kiewit Pacific Co.

IN WITNESS WHEREOF, I have hereunto subscribed my name and have affixed the corporate seal of the corporation this 4th day of February, 1985.

James P Clarke

James P. Clarke, Secretary
KIEWIT PACIFIC CO.

10,041

STATE COPY

TO BE COMPLETED BY FHWA	U.S. Department of Transportation Federal Highway Administration	**FEDERAL-AID PROJECT AGREEMENT**	STATE: OREGON COUNTY: DESCHUTES PROJECT NO.: RS-B710(2)
5-177			

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd., "Cline Falls-Newcomb Road Section"

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-17-85	5.57
OTHER *(Specify)*		

FUNDS PRO RATA 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 406,501.00	$ 358,330.00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

~~By~~ FOR: H. S. Coulter, P.E.

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 29 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON   MAY 23, 1985

FEDERAL AID PROJECT NO. RS-B710(2)

CLINE FALLS-NEWCOMB ROAD SECTION
CLINE FALLS COUNTY ROAD
DESCHUTES COUNTY

PROJECT AGREEMENT ESTIMATE

TYPE CODE I000
OVERLAY (M.P. 0.00 to M.P. 5.57)

Mobilization	Lump Sum	All	Lump Sum	$ 15,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	3,703.00
Temporary Signs	Sq. Ft.	401	8.00	3,208.00
Flaggers	Hour	200	10.00	2,000.00
Pilot Car	Hour	100	25.00	2,500.00
Class "B" Asphalt Concrete Mixture	Ton	11,050	10.00	110,500.00
Asphalt Cement in Mixture	Ton	665	300.00	199,500.00
Hydrated Lime in Mixture	Ton	110	100.00	11,000.00
Asphalt in Tack Coat	Ton	23	180.00	4,140.00
				$351,551.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 5,000.00
Temporary Pavement Striping	All Required	1,100.00
Removal of Roadside Obstructions	All Required	500.00
		$ 6,600.00
	SUBTOTAL	$358,151.00
	Engineering	48,350.00
	TOTAL	$406,501.00

Length of Project ----------- 5.7 miles
Cost of Roadway Per Mile ---- $72,980.43

Federal Funds (88.15%) --------------	$358,330.00
State Funds -------------------------	24,085.50
County Funds ------------------------	24,085.50
TOTAL	$406,501.00

Group 1: 100%
Contract No. 10,041
Prefix: 509-1936 (P.E.)
Prefix: 509-1044

Appn Code: 075 3R 040

CPL:pf

~ = 10,041

May 13, 1985

PRO

Mr. Neil Hudson
Director of Public Works
61160 SE 27th
Bend, OR 97720

Subject: Cline Falls - Newcomb Section
Yew Avenue - Sturgeon Road Section
Deschutes County

Dear Mr. Hudson:

On May 9, 1985 the State Highway Division received a satisfactory bid from Kiewit Pacific Company, P.O. Box 1769, Vancouver, WA 98668, on the subject projects.

These are federal aid secondary projects and as per our Agreements No. 8227 and 8228 and our Local Government Agreement the County is requested to deposit the balance of their share of the remaining construction cost as computed below.

	Cline Falls- Newcomb Section RS-8710(2)	Yew Ave. Sturgeon Section SR-RS-8712(2)
Contractors Bid	$351,551.00	$399,933.00
Anticipated Items	6,100.00	7,250.00
SUBTOTAL	$357,651.00	$407,183.00
Contingencies (4-1/2%)	16,094.30	18,323.23
Engineering (9%)	32,188.59	36,646.47
TOTAL CONSTRUCTION COST	$405,933.89	$462,152.70
Estimated P.E. Cost	5,000.00	6,000.00
Less Federal Funds (88.15%)	(362,238.22)	(407,387.61)
Less 1/2 Balance State Share	(24,347.84)	(30,382.55)
Less County Advance Deposit Const. 65% AD #85-35 & 36	(16,400.00)	(18,000.00)
COUNTY'S REMAINING BALANCE	$ 7,947.83	$ 12,382.54

COUNTY'S ADVANCE DEPOSIT (Rounded) $20,300.00

ck
RECEIVED
6-[illegible]-85

We will award the contract when we receive Commission approval and the DBE/WBE goals are met. Please submit your supplemental deposit of $20,300.00 by May 31, 1985. You may use one of the three options for payment described in the attachment.

Very truly yours,

Gary A. Potter, Manager
Program Section

MKS:me
Attachment
bcc: w/AD #85-43 & #85-44 John Hagedorn
Vern Skoog - Please return completed AD #85-43 & #85-44 when advance deposit is received.

101041

CCN 21-84
Deschutes Co.

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street NE.
Salem, Oregon 97301

May 3, 1985

IN REPLY REFER TO
HFO.4/5-OR

Mr. H. S. Coulter, State Highway Engineer
102 Transportation Building
Salem, Oregon 97310

Dear Mr. Coulter:

Oregon Project RS-B710(2)
Cline Falls Newcomb Road Section, Old Cline Falls Highway
Design Exception Request
(Mr. Christensen's Letter, April 24, 1985)

We have reviewed Mr. Christensen's request for an exception to the minimum design standard for shoulder width and for a reduction in the desirable clear zone width. The design criteria as set forth in "A Policy on Geometric Design of Highways and Streets," using the Collector Roads and Streets Section, would indicate a shoulder width of 4 feet. The AASHTO Guide for Selecting, Locating, and Designing Traffic Barriers would indicate a clear zone in excess of the available right-of-way would be desirable.

We concur with the proposal as detailed, to provide less than a standard shoulder width and a reduced clear zone on this project. Our concurrence is based on the absence of any significant adverse accident history on this section of highway, as evidenced by the traffic evaluation report portion of the request, and on the high cost which would be associated with the construction of the standard shoulder and the desirable clear zone.

Sincerely yours,

G. K. Hoover
for Dale E. Wilken
Division Administrator

RECEIVED
STATE HWY ENGR

MAY 7 '85

REFER TO
Hunter
FOR

Info	Inves	R/D	D/R	Sign	Act	File
					X	

E.S.
cc Christensen
Kuehn

cy sent 5-9-85
RW

10,0[illegible]

Con 21-8
+
[illegible]

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:

April 24, 1985

Dale E. Wilken
Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center St. N.E.
Salem, OR 97301

Attention: Glenn K. Hossner

Exception Request
Cline Falls-Newcomb Road Section
FAS B-710 Old Cline Falls Hwy.
Deschutes County

This is an FAS-C projcet on a County road (formerly a State highway) from M.P. 0.00 to 5.57. The purpose of the project is to preserve the existing bituminous surface from further deterioration by overlaying with 2 inches of asphalt concrete pavement. Deschutes County has a current contract underway to do the base paving to widen the paved portion of the road to 24 feet. This project consists of a 2 inch overlay, 24 feet wide with 2 foot gravel shoulders.

The typical section proposed is 2-12 foot travel lanes with 2 foot gravel shoulders (28 foot total). Design standards for this road indicate 11 foot lanes with 4 foot shoulders (30 foot total) would be appropriate.

The present ADT is 650 and the design speed proposed is 55 M.P.H. The road type and design speed indicate clear zone requirements vary from about 18 feet for 3:1 cut slopes to about 60 feet for 3:1 fill slopes (reference-AASHTO Guide for Selecting, Locating and Designing Traffic Barriers, 1977).

The Roadside Inventory lists some cut and fill slope areas and a few trees as potential safety hazards. The trees will be removed. The existing R/W width is 60 feet. The clear zone desired would require additional R/W to permit regrading to flatten cut and fill slopes. The cost of additional R/W and regrading would exceed substantially the funds available for this project.

The Traffic evaluation of the project (copy attached) shows the accident rate to be quite low. No high accident locations were identified.

This letter is submitted as a request for exceptions to minimum design criteria as set forth in "A Policy on Geometric Design of Highways and Streets, AASHTO 1984".

The proposed project and exceptions have been discussed with Mr. Dave Carter of the FHA.

This project is presently on the May 9,1985 contract letting schedule.

D.O. Christensen, P.E.
Road Design Engineer

by

Richard A. Kuehn, P.E.
Final Design Engineer

RAK:FE:as

Attachments

cc: H. S. coulter
E. S. Hunter
Gary Potter
Bob Pool
Dale Allen
T. W. Litchfield
Fred Eriksen

10,041

April 23, 1985

PRO

Mr. Neil Hudson
Director of Public Works
61160 SE 27th
Bend, OR 97720

Dear Mr. Hudson:

SUBJECT: Cline Falls-Newcomb Section
Yew Ave.-Sturgeon Road Section
Deschutes County

On May 9, 1985 bids will be taken by the State Highway Division on the subject projects. These are Federal Aid Secondary projects and as per our Agreements No. 8227 and 8228 and our Local Government Agreement the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below:

	CLINE FALLS-NEWCOMB SECTION RS-8710(2)	YEW AVE. STURGEON SECTION SR-RS-8712(2)
Est. Total Const. Cost	$425,500	$467,800
Less Federal Funds (88.15%)	(375,100)	(412,400)
Less 1/2 Balance State Share	(25,200)	(27,700)
COUNTY SHARE	$ 25,200	$ 27,700
65% of County Cost (Rounded)	$ 16,400	18,000

COUNTY'S ADVANCE DEPOSIT $34,400

We will award the contract when we receive your advance deposit in the amount of $34,400 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

ORIGINAL SIGNED
GARY A. POTTER

Gary A. Potter, Manager
Program Section

CK'
RECEIVED
5-10-85
MKS

MKS:pf
Attachment
bcc w/AD #85-35 - John Hagedorn, Region 4
#85-36 - Vern Skoog, Please return completed AD #85-35 & #85-36 when advance deposit is received.

10,0-11

Con 21-8
Deschutes

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B710(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50057

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

RECEIVED
STATE HWY ENGR
APR 23 '85
REFER TO Potter
FOR

Orig to HSC

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
4-17-85	Secondary B710	County Road

10. GENERAL LOCATION:

CLINE FALLS - NEWCOMB ROAD SECTION

11. GENERAL DESCRIPTION OF WORK

Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter dated April 15, 1985, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $430,000; Federal Funds $379,045 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated March 20, 1985, that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve No Passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE	15. SIGNATURE OF APPROVING OFFICIAL	16. TITLE
4/18/85	G. K. H[illegible]	for Division Administrator

FORM PR-1240 (Rev. 12-79)   PREVIOUS EDITIONS MAY BE USED

10,041

4-16-85

ORIGINAL

-C 529.1936

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO TREASURER OF THE STATE OF OREGON

Address CAPITOL BUILDING, SALEM, OREGON 97310

STATE OREGON	**FEDERAL AID PROJECT NO.** RS B 710(1)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 10-30-84 To: 4-16-85

FINANCIAL DATA

ABB 075

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$12,187.83 ✓	$12,187.83	88.15	$10,743.57 ✓	$10,743.57	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

OREGON *State Highway Agency*

By CONTROLLER
Authorized Officer *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $0.00

Adjustments $

Amount Approved $

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	CLINE FALLS - NEWCOMB RD.					
	DESCHUTES COUNTY RD.					
	Preliminary Engineering					
	Type Code P.E.					
	State	All Required			$ 4,130.22	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				$ 4,130.22	
	Miscellaneous Project Cost					
	Audit Expense D.O.T. Interest Audit*	All Required			$ 8,057.61	
	TOTAL PARTICIPATION PROJECT COST				$ 8,057.61	
	TOTAL PROJECT COST				$12,187.83	
	Prepared based on the participating project cost as shown on the Federal Billing as of July 31, 1986.					
	*Internal Audit costs should not be billed to Deschutes County.					
	AMOUNT CARRIED FORWARD					

11/15/86

JOB COST SUMMARY
EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-
PAYROLL CHARGES ARE LOADED

EA	SUBJOB	ACTIVITY	OBJ-DETAIL	CREW NUMBER	MSA FIELD
C5091936	011		507	0521	
C5091936	011		507	0521	
C5091936	011		507		
C5091936	011				
C5091936	011				
C5091936					

internal Audit
No charge to County

```
          JOB COST SUMMARY
/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
     PAYROLL CHARGES ARE LOADED

      CREW       MSA             CURRENT                    CURRENT
TAIL  NUMBER     FIELD           MONTH                      BALANCE

      0521                                    .00                8,057.60
      0521                                    .00                8,057.60

                                              .00                8,057.60

                                              .00                8,057.60

                                              .00                8,057.60

                                              .00                8,057.60
```

DESCRIPTION		PREFIX	FUNCTION	SUB F. GR	CURRENT MONTH	FISCAL YEAR TO DATE	GRAND TOTAL TO DATE	
	509	1928	922	00 P 1	05CR	10.36	10.36	
	509	1928	926	00 P 1			1,763.76	
	509	1928	927	00 P 1	20.34CR	4,696.28	5,299.43	
	509	1928	932	00 P 1	12.69	38.06	58.01	
	509	1928	933	00 P 1			98.33	
	509	1928	937	00 P 1	2.81CR	1,034.85	2,105.14	
			TOT	P1	216.66	13,006.44	24,362.81	
			** JOB TOTALS **		216.66 **	13,006.44 **	24,362.81 **	
PAULINA CK(PAULINA L. RD)B	CONT NO	* FA PROJ NOS BRS B683001 100						STATE
	509	1931	296	00 N 9		9,336.97CR	14,071.33CR	
	509	1931	298	00 N 9		9,336.97	14,071.33	
	509	1931	901	00 P 1		24.00	4,653.11	
	509	1931	905	00 P 1		2,528.52	2,528.52	
	509	1931	906	00 P 1		166.73	257.30	
	509	1931	909	00 P 1		423.39	597.13	
	509	1931	918	00 P 1			159.29	
	509	1931	920	00 P 1		197.73	308.71	
	509	1931	921	00 P 1		1,244.64	1,244.64	
	509	1931	922	00 P 1		36.09	36.09	
	509	1931	923	00 P 1			72.68	
	509	1931	926	00 P 1		272.15	1,681.11	
	509	1931	927	00 P 1		3,516.89	3,759.98	
	509	1931	933	00 P 1		88.13	88.13	
	509	1931	937	00 P !		2,202.47	2,202.47	
	509	1931	950	00 P 1		161.53CR		
			TOT	P1		10,539.21	17,589.16	
			** JOB TOTALS **		**	10,539.21 **	17,589.16 **	
CLINE FALLS-NEWCOMB ROAD	CONT NO	* FA PROJ NOS RS B710001 100						STATE
	~~509~~	~~1936~~	~~296~~	~~00 N 9~~	~~267.92CR~~	~~3,393.83CR~~	~~3,393.83CR~~	
	~~509~~	~~1936~~	~~298~~	~~00 N 9~~	~~267.92~~	~~3,393.83~~	~~3,393.83~~	
	509	1936	901	00 P 1		988.39	988.39	
	509	1936	905	00 P 1	3.00	1,335.41	1,335.41	
	509	1936	910	00 P 1		188.30	188.30	
	509	1936	911	00 P 1		199.94	199.94	
	509	1936	918	00 P 1		56.67	56.67	
	509	1936	920	00 P 1		63.48	63.48	
	509	1936	921	00 P 1	375.42	654.59	654.59	
	509	1936	922	00 P 1		19.03	19.03	
	509	1936	933	00 P 1		383.00	383.00	
	509	1936	950	00 P 1		339.67	339.67	
			TOT	P1	378.42	4,228.48	4,228.48	
			** JOB TOTALS **		378.42 **	4,228.48 **	4,228.48 **	
YEW AVE - STURGEON ROAD	CONT NO	* FA PROJ NOS SR B712001 100						STATE
	509	1937	296	00 N 9	287.80CR	4,232.09CR	4,232.09CR	

REPORT NO: FMBL003-1
SEQ: FEDERAL APPROPRIATION, FEDERAL
PROJECT, AGREEMENT, EA-SUBJOB

OREGON DEPARTMENT OF TRANSPORTATION
FINANCIAL MANAGEMENT SYSTEM
OREGON STATE HIGHWAY DIVISION
FHWA BILLING VOUCHER

RUN 10/29/86 22:19

FEDERAL APPROPRIATION: 075

AGREEMENT EA/SUBJOB	TOTAL COSTS TO DATE	AMOUNT PREV CLAIMED	--PARTICIPATION-- AMOUNT	PERCENT	AGREEMENT AMOUNT	FEDERAL SHARE	-ADJUSTMENT- AMOUNT	CODE	VOUCHER AMOUNT
FEDERAL PROJECT: RS -8630-003									
F03106									
C5321911-001	118.06	.00	.00						
C5321911-010	38.84	.00	.00						
C5321911-011	16,171.82	25,556.81	16,171.82						
AGREEMENT TOTALS	37,968.45	33,330.88	37,811.55	88.15	42,200.00	33,330.88	.00		.00
FED PROJ TOTALS	37,968.45	33,330.88	37,811.55		42,200.00	33,330.88	.00		.00
FEDERAL PROJECT: RS -8630-004									
F03959									
C10177 -000	45,319.74	53,377.65	45,319.74						
C10177 -001	109.58	.00	.00						
C10177 -010	192.59	.00	.00						
C10177 -011	269,662.51	187,465.59	256,198.19						
AGREEMENT TOTALS	315,284.42	240,843.24	301,517.93	88.15	327,999.00	265,788.06	.00		24,944.82
FED PROJ TOTALS	315,284.42	240,843.24	301,517.93		327,999.00	265,788.06	.00		24,944.82
FEDERAL PROJECT: RS -8710-001									
F02928									
C5091936-011	12,187.83	10,743.57	12,187.83						
AGREEMENT TOTALS	12,187.83	10,743.57	12,187.83	88.15	10,743.57	10,743.57	.00		.00
FED PROJ TOTALS	12,187.83	10,743.57	12,187.83		10,743.57	10,743.57	.00		.00
FEDERAL PROJECT: RS -8710-002									
F02921									
C10041 -000	15,998.38	5,752.24	29,095.05						
C10041 -001	31.50	.00	.00						
C10041 -010	258.99	.00	[illegible]						
C10041 -011	363,037.16	327,754.56	349,940.49						
C5091044-011	319.45	894.62	319.45						
AGREEMENT TOTALS	379,655.48	334,401.42	379,354.99	88.15	358,330.00	334,401.42	.00		.00
FED PROJ TOTALS	379,655.48	334,401.42	379,354.99		358,330.00	334,401.42	.00		.00
FEDERAL PROJECT: RS -8712-002									
F02922									

```
                        JOB COST SUMMARY RUN ON  07-30-87
                    EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                          PAYROLL CHARGES ARE LOADED
                        CHARGES ARE CURRENT TO 07/24/87

                                         CREW   MSA        CURRENT      BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH          DATE
--        ------ -------- ---------- ------ -----       -------      ----------
C5091936 011                         0100                              4,228.48 ***
OBJ-DETAIL                                                             4,228.48

C5091936 011              507        0521                              8,057.60
OBJ-DETAIL 507                                                         8,057.60

ACTIVITY                                                              12,286.08 SUBTOTAL

C5091936 011    905       001        7300                                 98.25
OBJ-DETAIL 001                                                            98.25

ACTIVITY    905                                                           98.25 SUBTOTAL

SUB-JOB     011 SUBTOTAL                                              12,384.33

EA          C5091936 TOTAL                                            12,384.33

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

10,041 3-13-85

Section Cline Falls- Newcomb Road Progra ing Estimate $ 282,000

Highway Cline Falls Project Length 5.57 miles

County Deschutes Completion Time not later than August 31, 198

Kind of Work Paving Est. Comp. Date Same

Prefix 509-1936-921 Letting Date April 18, 1985 Project No. RS-B710 (2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $ 368,806 00

Anticipated Additional Items:

Royalty Payment.	
Permit Fees	
Slide Correction	
Railroad Protective Costs	
Other Railroad Costs	
Permanent Signing	
Permanent Pavement Striping.	5000 00
Temporary Pavement Striping.	1100 00
Remove Pavement Striping (Exist. & Temp.) . . .	
Temporary Erosion Control	
State Furnished ________________	
Roadside Seeding & Mulching	
Asphalt Cement Adjustment	
On the Job Trainees ($0.80 x _____ hrs.)	
State Responsibility for Damages.	
Signal Controller Testing	
"OPTICOM" Testing	
Bikeway Signs	
Bikeway Striping & Legend	
________________	
________________	
________________	
________________	
________________	
Adjust Utilities:	
________________	
________________	

$ 6100 00

Subtotal $ 374,906 00

Contingencies (4-1/2%) 16,870 77

Engineering (8, 9, 10%) 33,741 54

Subtotal $ ________

Credit for ________________ . . . . ________

Estimated Net Authorization, Construction $425,518 31

APPROVED

3/13/85
3:10 JB

____
Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Cline Falls - Newcomb Road		COUNTY Deschutes		SHEET 1	OF 1
KIND OF WORK Paving	KEY NUMBER	LENGTH 5.57 Miles	DATE 3-7-85	NAME Vincent	

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	—	29,000^{00}
	Temporary Protection and Direction of Traffic		Lump Sum	All	—	6500^{00}
	Temporary Signs		Sq. Ft.	401	6^{00}	2406^{00}
	Flaggers		Hour	200	15^{00}	3000^{00}
	Pilot Car		Hour	100	25^{00}	2500^{00}
	ROADWORK					
	Class "B" Asphalt Concrete Mixture		Ton	11,050	16^{00}	176,800^{00}
	Asphalt Cement in Mixture		Ton	665	190^{00}	126,350^{00}
	Hydrated Lime in Mixture		Ton	110	150^{00}	16,500^{00}
	Asphalt in Tack Coat		Ton	23	250^{00}	5750^{00}
						\$368,806^{00}

734-1736 (REV. 2-84)

10,041

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO 6-2

Date: March 12, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50057
Project No. RS-B710(2)
Cline Falls-Newcomb Road Section
County Road
Deschutes County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to received bids for this project on April 18, 1985.

DRH:me
Attachments
cc: D.D. Allen (Region 4)
General Files
M. Shultz w/att.

Form 734-3122

Budget Bureau No. 41-R2

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1
(REV. 4-61)

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-12-85

CARD	REPORT NUMBER (19) (20)	PROJECT LOCATION (45 typewriter spaces) 21 65	ADT	PRESENT	FUTURE (66) (70)	YEAR (71) (72)	REGION	STATE NAME
2		Co. Rd., Cline Falls State Park, S.W. 5.4 mi.		600	- - -	- -	10	Oregon

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62	NATL. FOREST (63) (65)	FH ROUTE NO. (66) (68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) 14 23	PROJECT NUMBER NUMBER 7
3	Overlay						040		RS-	B710

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME
4	Rural Secondary	Deschutes

NAME OF URBAN AREA 17-31	ROUTE NO.	FEDERAL-AID		(82) STATE	(86) (87) U.S.
- - -	S	B710	U	Co. Rd.	--

ESTIMATED PROJECT COST BY PHASES

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS
1	(14-15)	(16)	41	42	43 46	50		(54) (58)	(59) (66)	(67) (76)		
5					PE							
5					ROW							
5					CONST (CODE) I000	(07)	"Cline Falls-Newcomb Road Section"	5.57	378,000	333,200	22,400	22,400

CARD	CODE	PREPARED BY	PROJECT TOTALS	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS
1	1	DRH:me		5.57	378,000	333,200	22,400	22,400
1	14	PROGRAM APPROVAL DATES 10-1-84			(16) (23)	(24) (33)		

REMARKS

ADDITIONAL DATA: Item No. 500
Project No.

Key No. 02564

-OVER

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1 (REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-12-85

PROJECT LOCATION (45 typewriter spaces)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Co. Rd., Cline Falls State Park, S.W. 5.4 mi.		600	- - -	- -	10	Oregon	41	075	50057

OSED WORK (35 typewriter
NATL. FOREST:
F/A ROUTE NO.:
SUPV AGCY:
DA CLASSIF.:
DA AREA:
EMERG. YR.: 040
PL. AUTH YR:

PROJECT NUMBER
PREFIX LETTER(S): RS-
NUMBER: B710
SEQ. NO.: (2)
I. Projects Only: POST MI. | DESIG.

UNDS: Rural Secondary
- - -

COUNTY NAME: Deschutes
CODE: 017

ROUTE NO. S
FEDERAL-AID: B710 U
STATE: Co. Rd.
U.S.: --

PROGRAM STAGE
☐ 1 OR ☐ 2

WORK TYPE	STEP	TERMINI (Full description)	MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE								
ROW								
CONST (CODE) 1000	(07)	"Cline Falls-Newcomb Road Section"	5.57	378,000	333,200	22,400	22,400	
D BY DRH:me		PROJECT TOTALS	5.57	378,000	333,200	22,400	22,400	

APPROVAL DATES: 10-1-84

REMARKS
ADDITIONAL DATA: Item No. 50057;
Project No. RS-B710(1)

-OVER-

USCOMM DOT COMM-DC 48008-P61

Cline Falls - Newcomb Road Section

Remarks continued:

Project Data: Work under this project consists of 1) H-T pavement overlay on existing facility providing two 12 ft. travel lanes with 2 ft. gravelled shoulders; 2) adjust utilities as required; and 3) incidentals common to this type of project.

Maintenance and Accommodation of Utilites: A State-County Agreement No. 8227 complying with Section 116, Title 23 U.S.C., and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 9-14-84.

Note: 1) This project is in Congressional District No. 2.
2) Included in FY '85 Status Report.

10,041

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary

RICHARD A. KUEHN
JULY 11, 1982

STATE OF

DEPARTMENT OF T

STATE HIGHWA

PLANS FOR PROP

CLINE FALLS - NEW

CLINE FALLS

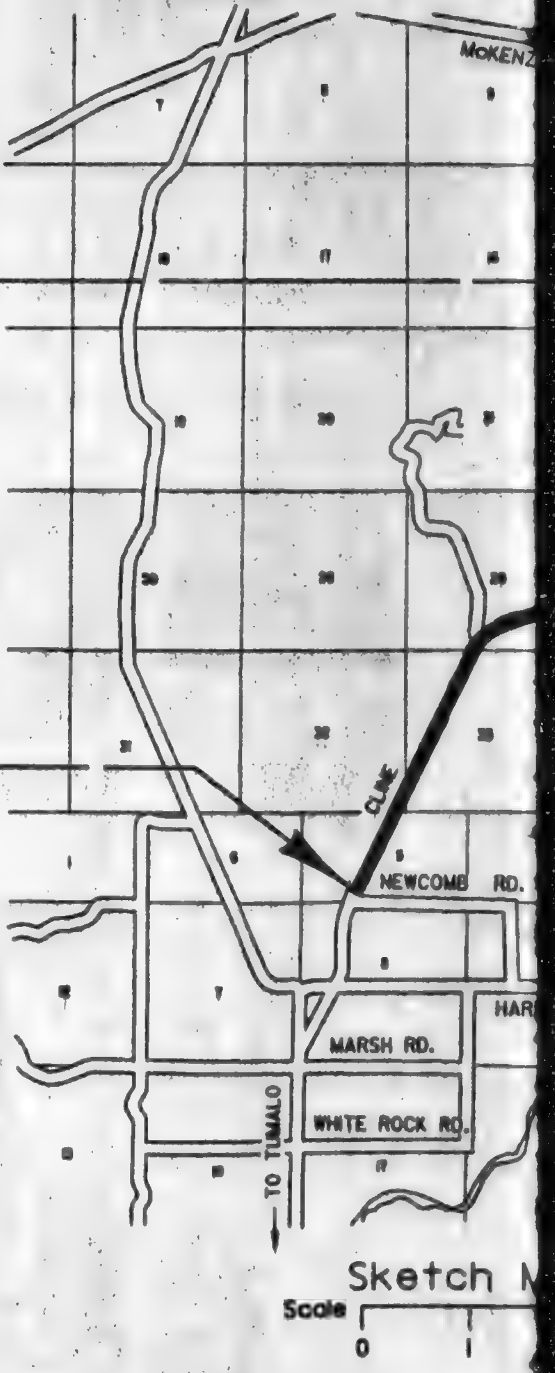
DESCHUTES

BEGINNING OF PROJECT

M.P. 0.00

END OF PROJECT

M.P. 5.57


McKENZ
CLINE
NEWCOMB RD.
HAR
MARSH RD.
WHITE ROCK RD.
TO TUMALO
Sketch M
Scale
0
1

3-11-85

CLINE FALLS - NEWCOMB ROAD SEC. CLINE FALLS HIGHWAY DESCHUTES COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-C

TE OF OREGON

T OF TRANSPORTATION

HIGHWAY DIVISION

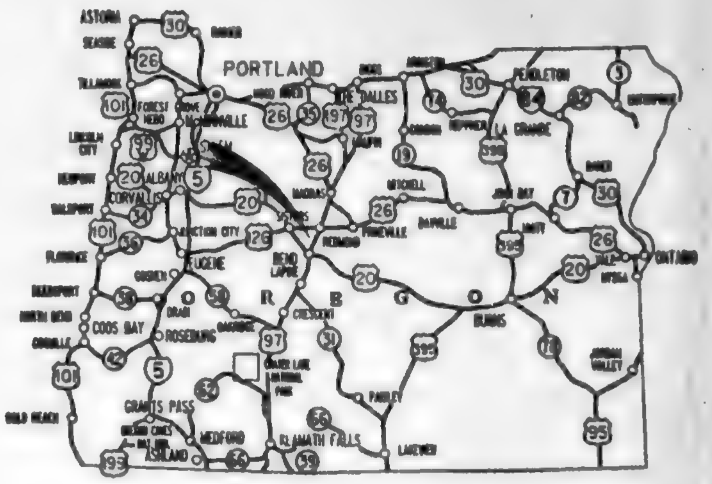
S FOR PROPOSED PROJECT

PRELIMINARY COPY
MAR 7 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

- NEWCOMB ROAD SEC.

NE FALLS HIGHWAY

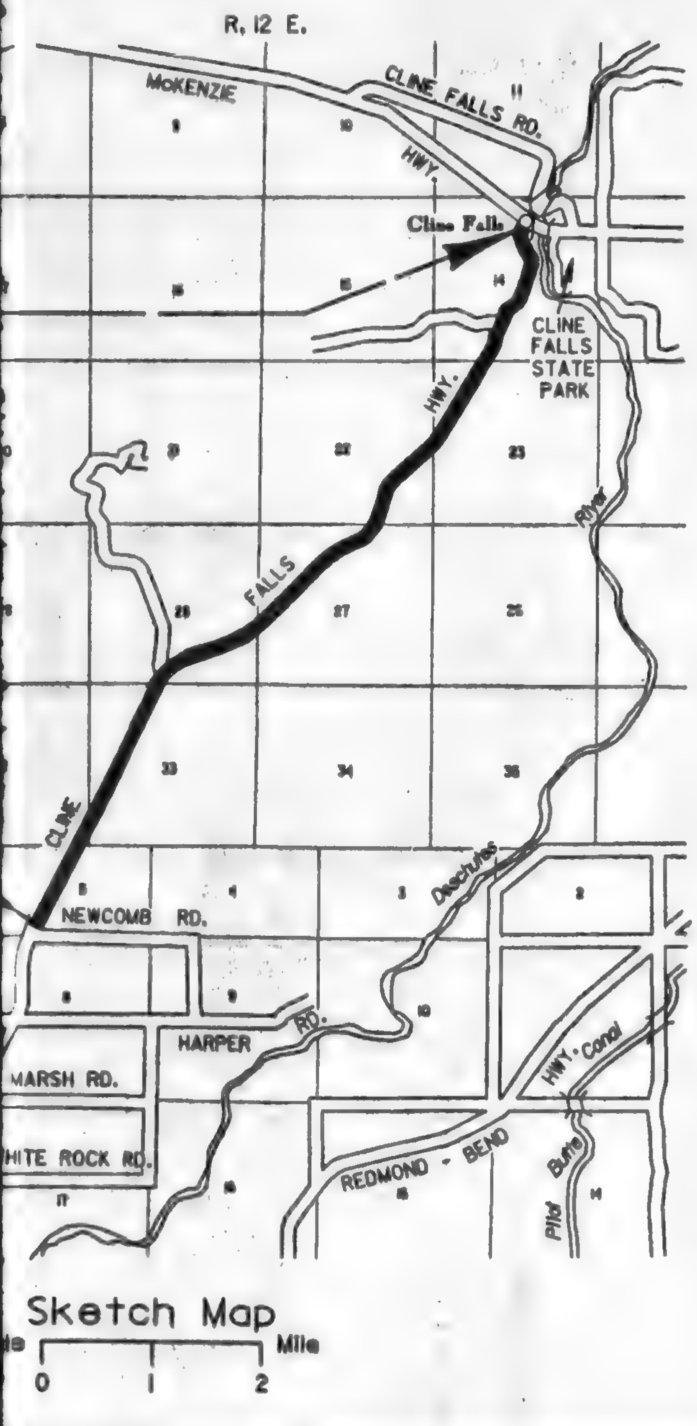
DESCHUTES COUNTY


ASTORIA
SEASIDE
BAKER
TILLAMOOK
PORTLAND
FOREST GROVE
MCMINNVILLE
HOOD RIVER
THE DALLES
ARLINGTON
PENDLETON
ENTERPRISE
LINCOLN CITY
NEWPORT
WALDPORT
SALEM
ALBANY
CORVALLIS
CONDON
HEPPNER
LA GRANDE
MADRAS
MITCHELL
SISTERS
PRINEVILLE
REDMOND
DAYVILLE
JOHN DAY
BAKER
UNITY
ONTARIO
FLORENCE
JUNCTION CITY
EUGENE
BEND
LA PINE
REEDSPORT
NORTH BEND
COOS BAY
COQUILLE
DRAIN
ROSEBURG
CRESCENT
BURNS
VALE
NYSSA
JORDAN VALLEY
GOLD BEACH
GRANTS PASS
MEDFORD
ASHLAND
KLAMATH FALLS
PAISLEY
LAKEVIEW
O R E G O N
30 26 101 99 5 20 34 126 58 42 97 31 395 84 82 7 26 20 62 66 140 199 95 35 197 97 84 395

APPROVED March 11 1985
BOARD OF COMMISSIONERS OF Deschutes COUNTY
BY ....
COMMISSIONER
....
COMMISSIONER
....
COMMISSIONER

Neil R. Huber
Director of Public Works

PRELIMINARY COPY
SUBJECT TO CHANGE


R. 12 E.
MCKENZIE
CLINE FALLS RD.
HWY.
Cline Falls
TO REDMOND
CLINE FALLS STATE PARK
T. 15 S.
HWY.
FALLS
CLINE
River
Deschutes
NEWCOMB RD.
HARPER RD.
MARSH RD.
HITE ROCK RD.
REDMOND - BEND HWY.
Canal
Pilot Butte
T. 16 S.
9 10 11 16 15 14 21 22 23 28 27 26 33 34 35 5 4 3 2 8 9 10 16 15 14 17
Sketch Map
Mile
0 1 2

T. 15 S.

T. 16 S.

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

4476 OCT. 30, 1950 H. S. COULTER

4662 MAY 13, 1950 EDGAR S. HUNTER

H. S. Coulter	E. S. Hunter
STATE HIGHWAY ENGINEER	ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

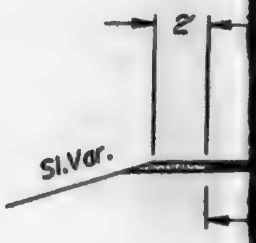
FIELD OPERATIONS ENGINEER .... DATE

SUMMARY

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
Mobilization	All	All		
Temporary Protection And Direction Of Traffic	All	All		
Temporary Signs	Sq.Ft.	143		
Flaggers	Hour	150		
Class "B" Asphalt Concrete	Ton	11,020		
Asphalt In Tack Coat	Ton	23		

Erikson-Creedican-Keyzers

TYPIC

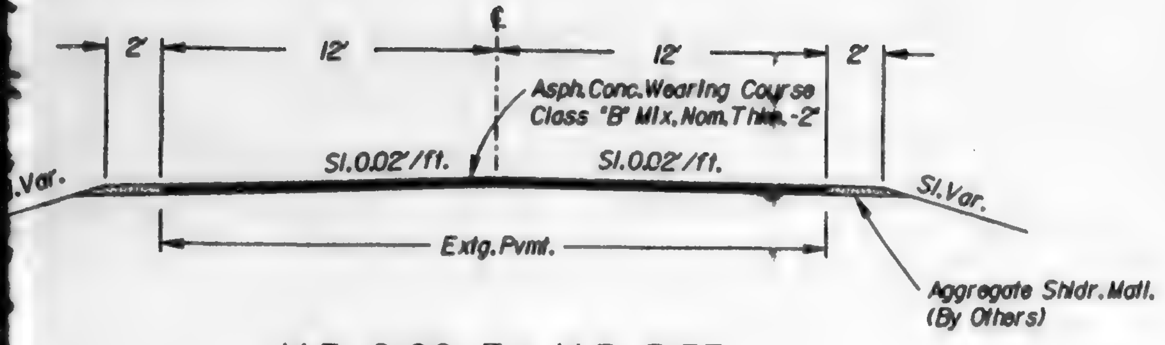


NOTE:

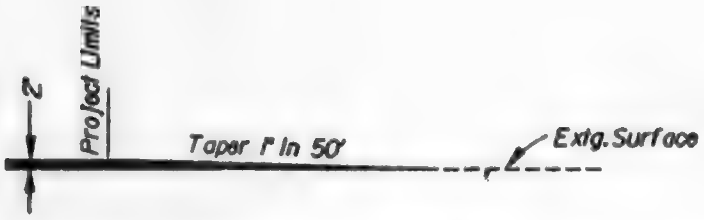
At R
Tap
Roa
Roa
Mall

YPICAL SECTIONS

CLINE ALLS - NEWCOMB ROAD SEC. CLINE FALLS HIGHWAY DESCHUTES COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


2'
12'
℄
12'
2'
Asph.Conc.Wearing Course
Class "B" Mix, Nom.Thk.-2"
Sl.Var.
Sl.0.02'/ft.
Sl.0.02'/ft.
Sl.Var.
Extg.Pvmt.
Aggregate Shldr.Matl.
(By Others)

M.P. 0.00 To M.P. 5.57


2"
Project Limits
Taper 1" In 50'
Extg.Surface

METHOD OF FEATHERING AT PROJECT ENDS

NOTE:

At Road Approaches, Road Connection And Mailbox Service Turnouts
Taper Paving Thickness To Meet Existing Surface In 2 Feet.
Road Approaches -20 (Total)
Road Connections -2 (Total)
Mailbox Service Turnouts -4 (Total)

10,041

117 DOT Building
Salem, Oregon 97310

2-27-85

Attention: Right-of-Way Section

Subject: Federal Aid Project No. RS- B710(1)
Project Name CLine FAlls- Newcomb Road- CLine FAlls Highway Deschutes County

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 27th day of Feb., 1985

County of Deschutes

Certified By:

Dave Brainerd
Regional Right-of-Way Supervisor
Date 3/4/85

County ~~Judge~~/Chairman

Lois Bristow Prante
Commissioner

Dick Maudlin
Commissioner

Attest: Susan Stoneman

Instructions: Complete A or B and C.
R/W File No. ________
Rev. 1/76

10,041

STATE OF OREGON **INTEROFFICE MEMO**

TO: Memo To The Files

DATE: February 25, 1985

Joseph W. Fields

FROM: Joseph W. Fields
Surfacing Design Specialist

SUBJECT: Cline Falls - Newcomb Road
FAS B710, and
Yew Avenue - Sturgeon Road
FAS B712
Deschutes County

Deschutes County has submitted designs for overlaying the subject projects, using our design procedures, deflection data and truck volumes from a consultant.

The designs provide a 2.0" A.C. (Class "B") overlay plus 1/2" allowances for leveling to adjust crown in some areas.

Prior to the overlays, the county will widen the roadways to 24 feet.

I agree that these overlays are adequate for a ten-year design period.

F.H.W.A.
Location Engineer
Construction Engineer
Materials
Region Engineer
Project Manager
Specifications Engineer
Final Design Engineer
Region Geologist
✓ Program Section

PROGRAM SECTION
MANAGER ____ RESOURCE UNIT ____
FA UNIT ✓ PROGRAM UNIT ____
FEB 25 1985
REFER TO ~~Brock~~ Schultz
R/D ____ ACT ____ REPLY ____
DISC ____ INFO ____ FILE ____

125-1387

10,041

2-25-85

CLINE FALLS - NEWCOMB RD.
LOCATION NARRATIVE REPORT

SECTION: Cline Falls - Newcomb Rd.
HIGHWAY: Cline Falls

COUNTY: Deschutes
PREFIX: 509-1936

GENERAL:

This is an overlay project for Deschutes County. It is located on the old Cline Falls Highway. The north end of this county road intersects the McKenzie Highway 3.77 miles west of Redmond. The work begins at M.P. 0.00, the intersection of Cline Falls Highway and the McKenzie Highway. The project runs south for 5.55 miles along the Cline Falls Highway, to Newcomb Rd. The work entails only overlaying the existing highway with 2" of Class "B" Asphalt Concrete.
The existing roadway has an average width of 21 feet. The county has a current contract with a local contractor to widen to the pavement to 24 feet. This contract will be completed by the end of May, 1985. Therefore this contract should not be let prior to the June,1985 letting.

ALIGNMENT:

There will be no alignment changes required to complete the project.

TYPICAL SECTION:

The typical section calls for 2" of Class "B" Asphalt Concrete to be placed over the existing roadway. Currently the existing roadway is approximately 21'. Deschutes County has a contract in progress with a local contractor to widen the pavement to 24'. Due to the winter conditions this will not be completed until the end of May, 1985. Deschutes County will add the shoulder aggregate and shape the slopes upon completion of the overlay.

EARTHWORK:

No earthwork is involved in this project.

DRAINAGE:

There will be no drainage problems created by this road work.

GUARDRAIL AND DELINEATORS:

No guardrail or delineator work is anticipated.

MATERIAL SOURCE:

Commercial sources are available at Tumalo, which is 4 miles south of the project, and in Bend, 10 miles south of the project.

TRAFFIC CONTROL:

Traffic control measures using signs, and flaggers will be required.

UTILITIES:

There are no utility conflicts.

MAILBOX TURNOUTS:

There are four mailbox turnouts which will use the same typical as the road approaches. No separate or additional payment will be made for this work.

ROAD APPROACHES:

There are 21 private road approaches of which 2 are paved. Two county road connections, McConnell Dr. and Newcomb Rd. are not paved now and will be handled as private road approaches.
The road approaches will be tapered to the existing approach surfacing within 2 feet of the edge of the shoulder pavement. No separate or additional payment will be made for this work.

RIGHT-OF-WAY:

There will be no conflicts with right-of-way.

SPECIAL PROVISIONS:

404.43 Taper Pavement at Approaches and Connections:
On this project, the contractor shall taper the pavement at approaches and road connections to match the existing surfacing within a two foot distance from the edge of the shoulder pavement. No separate or additional payment will be made for this work.

SUMMARY:

The estimated construction cost is $316,980.00 or $57,114.00 per mile. This is $34,980.00 over the estimated cost of the project.

Wayne Coder
Wayne Coder
Assistant Project Manager
P.O. Box 5309
Bend, OR 97708

rll

U. S. DEPARTMENT OF TRANSPORT ON
FEDERAL HIGHWAY ADMINISTI ION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. RS-B710(1)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA - Oregon Division
11-1-84

4. PROGRAM NO.

5. ITEM NO. 50057

6. TO

Mr. H. S. Coulter
State Highway Engineer
State of Oregon
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE 10/30/84

8. FEDERAL ROUTE NUMBER Secondary B710

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:

Cline Falls - Newcomb Road Section overlay

11. GENERAL DESCRIPTION OF WORK

Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY

☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION Including archeological salvage & utility preparatory work TEC $7,000; FF $6,170

☐ ACQUISITION OF RIGHT-OF-WAY

☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS

☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's PEA dated 10/16/84.

RECEIVED
STATE HWY ENGR
NOV 5 '84
REFER TO Potter
FOR

Info	Inves	R/O	D/R	Sign	Act	File

Orig. to 11/5

14. DATE 11/1/84

15. SIGNATURE OF APPROVING OFFICIAL G. K. Hassner

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,041 10-16-84 M9

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO. FED. S	ROUTE NO. STATE
Co. Rd., Cline Falls State Park, SW 5.4 mi. "Cline Falls-Newcomb Rd. Sec."	075	50057	RS-B710(1)	B710	509

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

COUNTY Deschutes CODE 017 IMP. CODE 06

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ______

Dist. 10 Cl. Ho. ..... Exempt X Date Approved ______ No Reply ___

Project Environmental Class: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ____ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ____

Notes: (1) Project in Congressional District 2 .

(2) Added to 6 Yr. HIP 8-8-84 by delegated authority.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 7,000
(88.15%)	FF	$ 6,170
	STATE	$ 415
	Co.	$ 415

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS:

Attached data consists of Parts 1, 2 and 4 of the Project Prospectus and project map.

DDB:bkb Key #02564

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-16-84	ORIGINAL SIGNED BY GARY A. POTTER GARY A. POTTER	MANAGER, PROGRAM SECTION

[illegible]

[illegible]

September 18, 1984

Deschutes County Board of Commissioners
Courthouse
Bend, OR 97701

AGR 4-2

Attention: Mary Sue Penhollow
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. 8227

Gentlemen or Ladies:

Attached for your files is a fully executed copy of each of the following agreements:

For overlay of the Yew Avenue-Sturgeon Road Section of the Redmond-Bend Highway.

✱ For overlay of the Cline Falls-Newcomb Road Section of the Cline Falls Highway.

We are retaining a fully executed copy of each of these agreements for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachments

bc: Gary Potter (agree. att.)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: ✓H.S. Coulter
State Highway Engineer

DATE: August 6, 1984

FROM: Gary A. Potter, Manager GAP
Program Section

SUBJECT: Cline Falls - Newcomb Road
Cline Falls Highway FAS-B710
Deschutes County
FAS-C Funding

Deschutes County has requested a project to overlay a deteriorating 5.4 mile section of Cline Falls Highway (FAS-B710). The proposed project will overlay the existing highway with 3 inches of asphaltic concrete. No right-of-way will be required. Preliminary and construction engineering will be provided by the State. The project location as as shown on the attached map.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Deschutes	Cline Falls-Newcomb Rd. Cline Falls Hwy. FAS-B710	$292,000	$257,400	$17,300	$17,300

Region 4 and this office have investigated this proposed project, confirming its validity and financing and request you authorize this project under delegated authority.

Approved By
H S Coulter
State Highway Engineer
Date 8/8/84

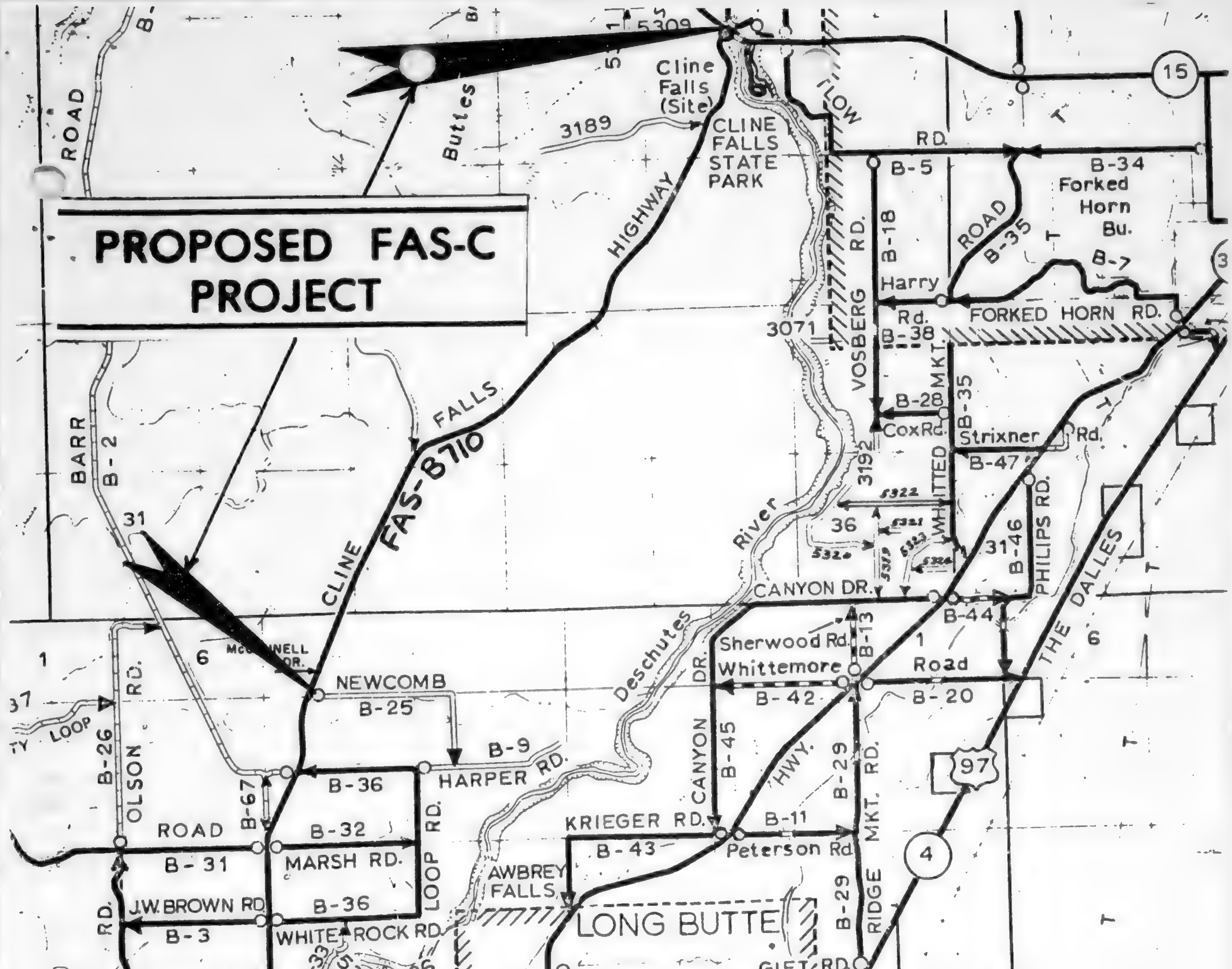
MKS:me
Attachment

orig Gormsen
cys Potter
Acctg
File
8-8

RECEIVED
STATE HWY ENGR
AUG 7'84
REFER TO
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Contains Recycled Materials


PROPOSED FAS-C PROJECT
Cline Falls (Site)
CLINE FALLS STATE PARK
CLINE FALLS HIGHWAY
FAS-8710
5309
3189
3071
3192
Buttes
BARR ROAD
B-2
31
Deschutes River
VOSBERG RD.
B-5
B-18
RD.
B-34
Forked Horn Bu.
ROAD
B-35
B-7
Harry Rd.
FORKED HORN RD.
B-38
B-28
Cox Rd.
MKT.
B-35
Strixner Rd.
B-47
WHITTED
PHILIPS RD.
B-46
THE DALLES
36
5322
5321
5323
5320
5319
5324
CANYON DR.
B-44
B-13
Sherwood Rd.
Whittemore Road
B-42
B-20
1
6
McCONNELL DR.
NEWCOMB
B-25
B-9
HARPER RD.
B-36
OLSON RD.
B-26
LOOP
37
B-67
ROAD
B-32
B-31
MARSH RD.
LOOP RD.
J.W. BROWN RD.
B-36
B-3
WHITE ROCK RD.
CONNARN RD.
B-21
MKT RD.
B-33
5327
5326
5325
B-16
SWALLEY RD.
AWBREY FALLS
KRIEGER RD.
B-43
B-11
Peterson Rd.
CANYON DR.
B-45
HWY.
B-29
MKT. RD.
97
4
RIDGE
LONG BUTTE
GIFT RD.
B-8
A3
BEND
REDMOND
DESCHUTES-PLEASNT
D-26
RD.
B-23
GERKING
B-30
373
A-7
TUMALO
DESCHUTES
374
HWY.
HORNER
D-17
MORRILL
McGRATH
D-19
Laidlaw Bu.
PVT.
TUMALO
36
A-10
A-2
A-4
6
RD.
375
MKT.
D-31
1
D-8
Main
15
T

~~B-710~~ *

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Deschutes Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02564

SECTION Cline Falls--Newcomb Road

REGION 4

Co. Rd.

SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX 509-1936

DATE 8-23-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 200
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		700	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		2,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICA-TIONS		2,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES		200	949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTIL-ITY LIAISON			932 RAILROAD & UTILITIES					

TOTALS	$	$ 7,000
PREVIOUS AUTHORIZATION	$	
ADD. AUTH. REQUIRED	$	

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER RS-8710(1)

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
RECEIVED
2 Edwards ✓
NOV 13 1984
3 Trout
Wakerlig
ROAD DESIGN SECTION
Do Not File
Return To
Bring Up / /
Action

PREPARED BY	DATE 7/6/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE 8/28/84
RECOMMENDED, REGION ENGINEER X	DATE	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE 8-28-84
RECOMMENDED, LOCATION ENGINEER X Frank E.	DATE 8/24/84	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10/30/84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 — PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02564

SECTION: Cline Falls--Newcomb Road

REGION: 4

STATE HIGHWAY # ~~[illegible]~~	HIGHWAY NAME Cline Falls Hwy.		MILE POST FROM 0 TO 5.4	LENGTH 5.4 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Deschutes	ROAD/STREET NAME	
ROUTE #	FEDERAL AID # B-710	APPLICANT (IF OTHER THAN STATE) Deschutes County		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY		
PRELIMINARY ENGINEERING		$ 10.	GRADING	(✓)		FILES	(#)	0
RIGHT OF WAY		$	PAVING	(✓)	X	ACRES	(#)	0
ROADWAY	$ 229.		STRUCTURES	(✓)		RELOCATIONS	(#)	0
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT		
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING	(S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING	(S,C,A)	S
TEMPORARY PROTECTION	$ 6.					RIGHT OF WAY DESCRIPTIONS	(S,C,A)	N/A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS	(S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 47.		DESIGN CATEGORY	(1-7)	6	CONSTRUCTION BY		
TOTAL CONSTRUCTION		$ 282.	WORK TYPE	(1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE		☐ OTHER
TOTAL ESTIMATE		$ 292.						

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/ 86	RECOMMENDED FUNDING SOURCE FAS-C	RECOMMENDED PROGRAM YEAR 1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	600	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

Existing oil mat is becoming very dry and will soon start breaking up. General shape is still fairly good for roadbed of this vintage. Needs to be preserved before worsening.

PROPOSED SOLUTION

Overlay with 2 inches of A.C.

REQUESTED, REGION ENGINEER X H. H. Hagedorn for: D.D. Alken	DATE 7/20/82			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02564

SECTION Cline Falls--Newcomb Road

REGION 4

PROJECT JUSTIFICATION

A Deschutes County option for use of FAS-C funds.

ADMINISTRATION RECOMMENDATION

734-1911 (7-82) Cont.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02564

SECTION Cline Falls--Newcomb Road

REGION 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)	NEW (#)

RIGHT-OF-WAY

ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

UTILITIES N (LIST BELOW)

COMPANIES

DESIGN SPEED	DESIGN STANDARDS
55	AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1-2			12	×	12			1-2				
				1-2			12		12			1-2				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Asph. Conc.		2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

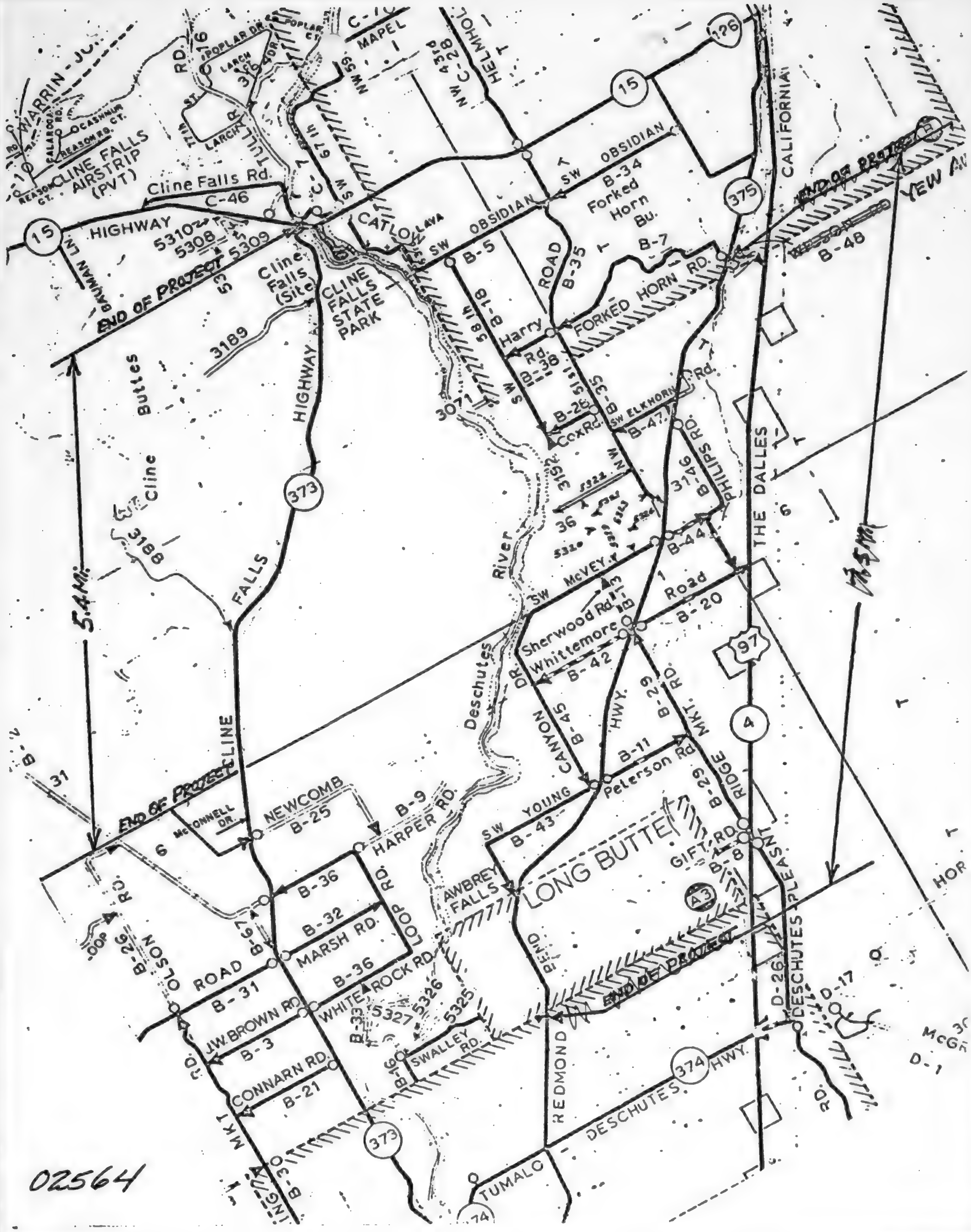
APPROVED

Frank E. Peppin

Location Engineer

Date 8/24/84

734-1912 (7-82)


CLINE FALLS AIRSTRIP (PVT)
Cline Falls Rd.
C-46
HIGHWAY
15
5310
5308
5309
END OF PROJECT
Cline Falls (Site)
CLINE FALLS STATE PARK
CATLOW
LAVA
SW OBSIDIAN
B-34
Forked Horn Bu.
B-5
B-35
B-7
B-18
58th
Harry Rd.
ROAD
FORKED HORN RD.
B-38
B-28
Cox Rd.
SW ELKHORN Rd.
B-47
PHILIPS RD.
3146
3152
3189
3071
HIGHWAY
373
Cline Buttes
3188
FALLS
CLINE
5.4 MI.
Deschutes River
SW McVEY
B-44
B-13
Road
B-20
Sherwood Rd.
Whittemore DR.
B-42
CANYON
B-45
HWY.
B-29
MKT. RD.
RIDGE
B-11
Peterson Rd.
SW YOUNG
B-43
LONG BUTTE
GIFT RD.
B-8
A3
PLEASANT
DESCHUTES
D-26
D-17
McGR
D-1
RD.
97
4
THE DALLES
CALIFORNIA
375
126
15
END OF PROJECT
YEW AVE
B-48
7.5 MI.
HOR
AWBREY FALLS
REDMOND
END OF PROJECT
NEWCOMB
McCONNELL DR.
B-25
B-9
HARPER RD.
B-36
B-32
MARSH RD.
LOOP RD.
B-67
OLSON
B-26
LOOP RD.
ROAD
B-31
J.W. BROWN RD.
B-3
WHITE ROCK RD.
B-36
B-33
5327
5326
5325
SWALLEY RD.
B-16
CONNARN RD.
B-21
MKT. RD.
373
B-30
DESCHUTES 374 HWY.
TUMALO
74
MAPEL
NW 59th
NW 43rd
C-28
HELMHOLTZ
C-7
SW 67th
RD. 6
POPLAR DR.
LARCH
77th ST.
TULLY RD.
WARRIN-JU
REASON RD. CT.
OCASHMIR
B-2
31
6
36
1
6

02564

OREGON DEPARTMENT OF TRANSPORTATION

10,041

PROJECT PROSPECTUS
PART 1 – PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02564

7-20-84

SECTION Cline Falls--Newcomb Road			REGION 4	
STATE HIGHWAY # 509	HIGHWAY NAME Cline Falls Hwy.	MILE POST FROM 0	TO 5.4	LENGTH 5.4 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Deschutes	ROAD/STREET NAME	
ROUTE #	FEDERAL AID # B-710	APPLICANT (IF OTHER THAN STATE) Deschutes County		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 10.	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 229.		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 6.				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 47.		DESIGN CATEGORY (1-7)	6	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 282.	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 292.				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/86	RECOMMENDED FUNDING SOURCE FAS-C	RECOMMENDED PROGRAM YEAR 1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	600	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

Existing oil mat is becoming very dry and will soon start breaking up. General shape is still fairly good for roadbed of this vintage. Needs to be preserved before worsening.

PROPOSED SOLUTION

Overlay with 3 inches of A.C.

REQUESTED, REGION ENGINEER X Hagedorn for: D.D. Alton	DATE 7/20/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS,** the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR.** Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS

PART 2 — PROJECT DETAILS

NOTE: ATTACH DESCRIPTION AND ETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02564

SECTION Cline Falls--Newcomb Road

REGION 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)	NEW (#)
						UTILITIES	N	(LIST BELOW)	

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1-2			12	×	12			1-2				
				1-2			12		12			1-2				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Asph. Conc.		2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

734-1912 (7-82)

10, 041

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Deschutes Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02564

SECTION
Cline Falls--Newcomb Road 7-20-84

REGION 4

Co. Rd.

SURVEY AUTHORITY		AUTHORIZATION NO.	PREFIX	DATE	

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,000	$	915 AUDITS	$	$	933 SURFACE DESIGN	$ 200	$
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION	700		935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	2,000		920 PROGRAM MANAGEMENT	200		937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS	2,500		938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	200		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST	200.		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION			925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES					
						TOTALS	$ 7,000	$
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

[illegible] 10 84

ok.

PREPARED BY Hayden	DATE 7/6/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE	
RECOMMENDED, REGION ENGINEER X Hayden for: D.D Allen	DATE 7/20/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE	
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE		

1985 Yew Ave.-Sturgeon Rd. Sec. 10,042
Redmond-Bend Hwy. in Redmond
(paving)

C+A 8228 09-18-84

10,042

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS

DATE: May 31, 1988

COUNTY: DESCHUTES AGREEMENT NO: 8227 PROJECT NO: SR-B712(1) SR-RS-B712(2)

CONTRACT NO: 10042 SECTION: Yew Avenue-Sturgeon Section

PRELIMINARY ENGINEERING (Prefix No. C509-1937):

	Participating	Nonparticipating
Project Manager	$ 1,105.60	
Final Design	608.15	
Region Geology	170.30	
Traffic Section	165.59	
Location	56.68	
Program Section	63.49	
Specifications	698.38	
Administrative Services	9.12	
Surface Design Engineer	246.06	
TOTAL PE COST	$ 3,123.35	$ -0-

Construction Prefix C509-1039 and C10042

	Participating	Nonparticipating
Payment to the Contractor	$ 420,402.49	
Interest on Final Payment		$ 37.58
Field Engineering	14,888.75	1,304.94
Program Section	20.11	
Materials Lab	2,988.05	
Technical Services	148.76	
Construction Branch	109.35	
Region Engineer's Office	126.64	
Total Construction Costs	$ 438,684.15	$ 1,342.52

SUMMARY:

Participating PE Cost		$ 3,123.35
Participating Construction Cost		438,684.15
Total Participating Cost		$ 441,807.50
Federal Funds		
PE (80.15%)	$ 2,753.23	
Construction (80.15%)	386,700.08	(389,453.31)
Subtotal		52,354.19
State Share 1/2 Balance Due		(26,177.09)
Plus Nonparticipating Cost		1,342.52
Less State Share 1/2 Nonpartic.		(652.47)
Field Engineering		
Less County Advance Deposit		
Const. AD #85-36	$ 18,000.00	
Const. AD #85-44	12,400.00	(30,400.00)
REFUND DUE COUNTY		$(3,532.86)

MKS:jc

10,042

5-26-87

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

D.O. VOUCHER NO.	
STATE VOUCHER NO.	
DATE	
FHWA SCHEDULE NO.	
PAID BY	

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

STATE Oregon	**FEDERAL AID PROJECT NO.** SR-RS-B712(2)
PROGRAM APPROVED	**VOUCHER PERIOD** From: 4/17/85 To: 11/13/86

FINANCIAL DATA

	TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
075	440,026.67	438,684.15	.8815	386,700.08	386,700.08	-0-

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY

Oregon *State Highway Agency*

By ______ 5/26/87

Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______

Amount Approved $ ______

SIGN ORIGINAL COPY

Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	YEW AVE. - STURGEON ROAD SECTION COUNTY ROAD DESCHUTES COUNTY					
	Construction Type Code 1000 Overlay (M.P. 2.06 to M.P. 9.69)					
	Final Contract Payment Summary	Lump Sum			$420,402.49	✓
	Construction Engineering					
	State	All Required			$ 18,281.66	
	TOTAL PARTICIPATING PROJECT COST				**$438,684.15**	
	Non Participating Project Cost					
	Interest on Final Payments	All Required			$ 37.58	✓
	Construction Engineering (State)	All Required			1,304.94	
	TOTAL NON PARTICIPATING PROJECT COST				**$ 1,342.52**	
	TOTAL PROJECT COST				**$440,026.67**	
	Prepared based on Participating Cost as shown on the Federal Billing as of 5/14/87.					
	AMOUNT CARRIED FORWARD					

```
ACCOUNT SUMMARY - EXPEND TURES & LEDGERS                                          JUNE 1985        PAGE  424

                                                                                   FISCAL             GRAND TOTAL       ACTIVE  YRS
   DESCRIPTION                       PREFIX  FUNCTION SUB F.  GR   CURRENT MONTH    YEAR TO DATE         TO DATE          BEG     END
                                  509    1039      296    00 N 9     11,051.55CR      12,836.93CR        12,836.93CR      S5      S5
                                  509    1039      298    00 N 9     11,051.55        12,836.93          12,836.93        S5      S5
                                  509    1039      900    00 P 1      2,988.13         5,395.31           5,395.31        S4      S5
                                  509    1039      920    00 P 1           .15CR          33.99              33.99        S4      S5
                                  509    1039      940    00 P 1        148.00         1,249.00           1,249.00        S5      S5
                                  509    1039      942    00 P 1         25.04           337.92             337.92        S5      S5
                                  509    1039      944    00 P 1          1.24CR         330.79             330.79        S4      S5
                                  509    1039      945    00 P 1           .13CR          27.21              27.21        S4      S5
                                  509    1039      946    00 P 1          1.96CR           1.17CR             1.17CR      S4      S5
                                  509    1039      948    00 P 1           .03CR           8.30               8.30        S5      S5
                                                   TOT       P1      40,475.62        56,447.31          56,447.31
                                                ** JOB TOTALS **     40,475.62  **    56,447.31  **      56 447.31  **

  CLINE FALLS-NEWCOMB ROAD      CONT NO       FA PROJ NOS RS  B710002 100                                                 STATE
                                  509    1044      296    00 N 9         24.12CR          24.12CR            24.12CR      S5      S5
                                  509    1044      298    00 N 9         24.12            24.12              24.12        S5      S5
                                  509    1044      900    00 P 1        314.49           314.49             314.49        S5      S5
                                  509    1044      944    00 P 1          4.96             4.96               4.96        S5      S5
                                                   TOT       P1         319.45           319.45             319.45
                                                ** JOB TOTALS **        319.45  **       319.45  **         319.45  **

  NEW AVENUE-STURGEON ROAD      CONT NO       FA PROJ NOS RS  B712002 100 SR  B712002                                     STATE
                                  509    1045      296    00 N 9         10.71CR          10.71CR            10.71CR      S5      S5
                                  509    1045      298    00 N 9         10.71            10.71              10.71        S5      S5
                                  509    1045      900    00 P 1         98.37            98.37              98.37 ✓      S5      S5
                                  509    1045      944    00 P 1          4.96             4.96               4.96 ✓      S5      S5
                                  509    1045      945    00 P 1        109.35           109.35             109.35 ✓      S5      S5
                                  509    1045      946    00 P 1        126.64           126.64             126.64 ✓      S5      S5
                                                   TOT       P1         339.32           339.32             339.32
                                                ** JOB TOTALS **        339.32  **       339.32  **         339.32  **

  HUDSON SLOUGH BRIDGE          CONT NO 9421  FA PROJ NOS BRS A409003 100                                                 STATE
                                  510    1012      201    00 P 1                           292.64CR       639,560.26        S5      S5
                                  510    1012      201    00 N 1                                                [illegible]50
                                  510    1012      203    00 P 1                                              3,150.00CR
                                  510    1012      296    00 N 9                         2,168.86CR       728,135.86CR                S5
                                  510    1012      297    00 N 9                                            130,000.00
                                  510    1012      298    00 N 9                         2,168.86         598,135.86                  S5
                                  510    1012      900    00 P 1            .72             12.79            3,712.41                 S5
                                  510    1012      904    00 P 1            .72CR          104.84          101,[illegible]              S5
                                  510    1012      920    00 P 1                                                184[illegible]
                                  510    1012      928    00 N 1                                                 52[illegible]
                                  510    1012      940    00 P 1                                              3,5[illegible]
                                  510    1012      941    00 P 1                                             [illegible]
                                  510    1012      942    00 P 1                                             [illegible]
                                  510    1012      944    00 P 1                                             [illegible]
```

```
                   JOB COST SUMMARY RUN ON  07-31-87
                EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                     PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 07/24/87

                                   CREW       CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER     MONTH          DATE
--        -------- ---------- ------     -------      ----------
C10042                        8027                       -339.32 ***
C10042                        8033                        339.32 ***
C10042             199        8033                          3.07
C10042             300        8033                    420,402.49
C10042             349        8033                         37.58
C10042             555        0521                          3.43
ACTIVITY                                                          420,446.57 SUBTOTAL

C10042    010      001        0813                        116.83
C10042    010      001        0821                        969.30
ACTIVITY    010                                                     1,086.13 SUBTOTAL

C10042    020      001        8021                        155.77
C10042    020      001        8027                        859.10
C10042    020      550        8021                         16.80
C10042    020      550        8027                        160.00
ACTIVITY    020                                                     1,191.67 SUBTOTAL

C10042    900      001        1094                         79.89
C10042    900      001        4000                      1,095.50
C10042    900      001        4061                        565.68
C10042    900      001        8021                      4,101.57
C10042    900      001        8027                      2,136.94
C10042    900      030        8021                      2,123.63
C10042    900      030        8027                        500.42
C10042    900      030        8051                        624.42
C10042    900      106        8021                      1,287.00
C10042    900      130        8027                         12.88
C10042    900      131        8027                         ~~27.00~~
C10042    900      456        8027                        207.00
C10042    900      470        4061                        ~~100.26~~
C10042    900      470        8021                         84.86
C10042    900      470        8027
C10042    900      548        8021                         73.10
C10042    900      550        4061                         68.00
C10042    900      550        8021                        484.55
C10042    900      550        8052                         36.00
C10042    900      551        8027                         91.00
ACTIVITY    900                                                    13,779.70 SUBTOTAL

C10042    901      001        7363                         33.08
C10042    901      504        7363                          4.74
ACTIVITY    901                                                        37.82 SUBTOTAL

*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

Data Devices

Fotolab

6.50 T

```
                   JOB COST SUMMARY RUN ON  07-31-87
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 07/24/87

                                  CREW        CURRENT      BALANCE TO
EA        ACTIVITY OBJ-DETAIL NUMBER        MONTH          DATE
--        -------- ---------- ------       -------      ----------
C10042    920      001        0631                            20.11
ACTIVITY    920                                                            20.11 SUBTOTAL

C10042    940      001        8221                            29.09
C10042    940      001        8240                            42.96
C10042    940      551        0825                         1,218.00
C10042    940      551        8027                         1,698.00
ACTIVITY    940                                                         2,988.05 SUBTOTAL

EA          C10042 TOTAL                                             439,550.05


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

+137.30

```
PAGE    87

                                 JOB COST SUMMARY RUN ON
                         EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                                 PAYROLL CHARGES ARE LOADED
                               CHARGES ARE CURRENT TO 06/20/87

                                              CREW    MSA           CURRENT          BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD          MONTH              DATE
**          ------ -------- ---------- ------ -----         -------           ----------
C10042      000    900      001        4000                                       160.88
OBJ-DETAIL 001                                                                    160.88

ACTIVITY    900                                                                   160.88 SU

C10042      000    901      001        7363                                        33.08
OBJ-DETAIL 001                                                                     33.08

C10042      000    901      504        7363                                         4.74
OBJ-DETAIL 504                                                                      4.74

ACTIVITY    901                                                                    37.82 SU

C10042      000    920      001        0631                                        20.11
OBJ-DETAIL 001                                                                     20.11

ACTIVITY    920                                                                    20.11 SU

C10042      000    940      001        8240                                        42.96
OBJ-DETAIL 001                                                                     42.96

ACTIVITY    940                                                                    42.96 SU

SUB-JOB       000 SUBTOTAL                                                        261.77

C10042      001             349        8033                                        37.58
OBJ-DETAIL 349                                                                     37.58

ACTIVITY                                                                           37.58 SU

SUB-JOB       001 SUBTOTAL                                                         37.58

C10042      010    020      550        8021                                        16.80
OBJ-DETAIL 550                                                                     16.80

ACTIVITY    020                                                                    16.80 SU

C10042      010    900      106        8021                                       825.00
OBJ-DETAIL 106                                                                    825.00

C10042      010    900      130        8027                                         2.08
OBJ-DETAIL 130                                                                      2.08

C10042      010    900      131        8027                                        27.00


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
N ON
IL CREW-NUMBER
 LOADED
 06/20/87

          CURRENT           BALANCE TO
D          MONTH               DATE
-         -------          ----------
                               160.88
                               160.88

                               160.88 SUBTOTAL

                                33.08
                                33.08

                                 4.74
                                 4.74

                                37.82 SUBTOTAL

                                20.11
                                20.11

                                20.11 SUBTOTAL

                                42.96
                                42.96

                                42.96 SUBTOTAL

                               261.77

                                37.58
                                37.58

                                37.58 SUBTOTAL

                                37.58

                                16.80
                                16.80

                                16.80 SUBTOTAL

                               825.00
                               825.00

                                 2.08
                                 2.08

                                27.00
```

261.77

[illegible]

```
                              JOB COST SUMMARY RUN ON
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                              PAYROLL CHARGES ARE LOADED
                            CHARGES ARE CURRENT TO 06/20/87

                                             CREW    MSA         CURRENT         BALANCE TO
EA        SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD       MONTH              DATE
--        ------ -------- ---------- ------ -----      -------         ----------
OBJ-DETAIL 131                                                                27.00

C10042    010      900       470       4061                                  180.26
C10042    010      900       470       8027                                  217.80
OBJ-DETAIL 470                                                               398.06

C10042    010      900       550       8052                                   36.00
OBJ-DETAIL 550                                                                36.00

ACTIVITY    900                                                          1,288.14 SU

SUB-JOB     010 SUBTOTAL                                                 1,304.94

C10042    011                          8027                                 -339.32 **
C10042    011                          8033                                  339.32 **
OBJ-DETAIL

C10042    011                199       8033                                    3.07
OBJ-DETAIL 199                                                                 3.07

C10042    011                300       8033                              420,402.49
OBJ-DETAIL 300                                                           420,402.49

C10042    011                555       0521                                    3.43
OBJ-DETAIL 555                                                                 3.43

ACTIVITY                                                                 420,408.99 SU

C10042    011      010       001       0813                                  116.83
C10042    011      010       001       0821                                  969.30
OBJ-DETAIL 001                                                             1,086.13

ACTIVITY    010                                                          1,086.13 SU

C10042    011      020       001       8021                                  155.77
C10042    011      020       001       8027                                  859.10
OBJ-DETAIL 001                                                             1,014.87

C10042    011      020       550       8027                                  160.00
OBJ-DETAIL 550                                                               160.00

ACTIVITY    020                                                          1,174.87 SU

C10042    011      900       001       1094                                   79.89


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
N ON
L CREW-NUMBER
LOADED
06/20/87

     CURRENT        BALANCE TO
D     MONTH            DATE
     -------        ----------
                         27.00

                        180.26
                        217.80
                        398.06

                         36.00
                         36.00

                      1,288.14 SUBTOTAL

                      1,304.94

                       -339.32 ***
                        339.32 ***


                          3.07
                          3.07

                    420,402.49
                    420,402.49

                          3.43
                          3.43

                    420,408.99 SUBTOTAL

                        116.83
                        969.30
                      1,086.13

                      1,086.13 SUBTOTAL

                        155.77
                        859.10
                      1,014.87

                        160.00
                        160.00

                      1,174.87 SUBTOTAL

                         79.89
```

New Parent
6

```
                              JOB COST SUMMARY RUN ON
                     EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                             PAYROLL CHARGES ARE LOADED
                          CHARGES ARE CURRENT TO 06/20/87

                                              CREW   MSA        CURRENT        BALANCE TO
EA          SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH              DATE
--          ------ -------- ---------- ------ -----       -------        ----------
C10042      011     900      001       4000                                   934.62
C10042      011     900      001       4061                                   565.68
C10042      011     900      001       8021                                 4,101.57
C10042      011     900      001       8027                                 2,136.94
OBJ-DETAIL 001                                                              7,818.70

C10042      011     900      030       8021                                 2,123.63
C10042      011     900      030       8027                                   500.42
C10042      011     900      030       8051                                   624.42
OBJ-DETAIL 030                                                              3,248.47

C10042      011     900      106       8021                                   462.00
OBJ-DETAIL 106                                                                462.00

C10042      011     900      470       8021                                    84.86
OBJ-DETAIL 470                                                                 84.86

C10042      011     900      548       8021                                    73.10
OBJ-DETAIL 548                                                                 73.10

C10042      011     900      550       4061                                    68.00
C10042      011     900      550       8021                                   484.55
OBJ-DETAIL 550                                                                552.55

C10042      011     900      551       8027                                    91.00
OBJ-DETAIL 551                                                                 91.00

ACTIVITY    900                                                            12,330.68 SU

C10042      011     940      001       8221                                    29.09
OBJ-DETAIL 001                                                                 29.09

C10042      011     940      551       0825                                 1,218.00
C10042      011     940      551       8027                                 1,698.00
OBJ-DETAIL 551                                                              2,916.00

ACTIVITY    940                                                             2,945.09 SU

SUB-JOB     011 SUBTOTAL                                                  437,945.76

EA          C10042 TOTAL                                                  439,550.05


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
N ON
L CREW-NUMBER
 LOADED
 06/20/87

          CURRENT        BALANCE TO
)          MONTH            DATE
          -------        ----------
                             934.62
                             565.68
                           4,101.57
                           2,136.94
                           7,818.70

                           2,123.63
                             500.42
                             624.42
                           3,248.47

                             462.00
                             462.00

                              84.86
                              84.86

                              73.10
                              73.10

                              68.00
                             484.55
                             552.55

                              91.00
                              91.00

                          12,330.68 SUBTOTAL

                              29.09
                              29.09

                           1,218.00
                           1,698.00
                           2,916.00

                           2,945.09 SUBTOTAL

                         437,945.76

                         439,550.05

S
```

+98.37

+261.77

12,429.05
+ 16.80
37.82
[illegible]
3.07
3.43
1,086.13
1174.87

14,911.96

OREGON STATE HIGHWAY DIVISION REQUEST FOR WARRANT RS-B712 (2)

Payable to: Kiewit Pacific Co.
PO Box 1769
Vancouver WA 98668

Project No.:

Hwy. Agr. No.:

Contract No.: [illegible] 10042

Project:

Estimate No.: 3 Final

Period Covered:

Work Order No.:

Invoice or Billing	Description	Total Amount to Date	Previous Amount	Present Amount
	Retainage	5000.00		
	Interest on 1270.30 from			
	5/1/86 – 6/29/86. 60 days			
	@ .6264/day =	37.58		
Totals				
Retained ___ %				
Total Payments		5037.58		

Approved by: V.E. [illegible]

Prepared by: J Henry

CPS = 3729.10 CP

Common Data Elements

Doc. No. ~~RW~~ C10042

0.8.1.9.8.6
Month Day Year

wrong amt

Agency 02 Vendor # 0000 963086 Suf 00 Ref. Doc./Suf. ________ Check No. ________

Suf	T/C	EA	Sub	Org	Obj	Actvy	M	Invoice No.	Amount	Sub. Acct.	MSA Code	RPI
01	240	C10042	000	8033					5000.00	C10042		
02	223	↓	001	↓					37.58			
03												
04												
05												
06												
07												
08												

FORM NO.: 81-734-1359 (7/5/85)

[redacted] [redacted]

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION
PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE

08/21/86
PAGE 1

Batch # C148 8-21-86

2
ESTIMATE NUMBER: 003 KIEWIT PACIFIC CO.

CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE		FORCE ACCOUNT AMOUNT	NETPAY
419,616.58	0.00	0.00	*	785.91	420,402.49
423,346.28	0.00	5,000.00	*	785.91	424,132.19
3,729.70-	0.00	5,000.00-	*	0.00	3,729.70-

CONTRACT PAYMENT	LIQUIDATED DAMAGE	RETAINAGE		FORCE ACCOUNT AMOUNT	NETPAY
3,729.70-	0.00	5,000.00-	*	0.00	3,729.70-
3,729.70-	0.00	5,000.00-	*	0.00	3,729.70-

- REGION 4

RITIES ON DEPOSIT(*)

.00

SR-RS-B712(2)

```
                          OREGON DEPARTMENT OF TRANSPORTATION                                     08/21/86
                                 HIGHWAY DIVISION
CP010-1       CONTRACT PAYMENT SYSTEM - SUMMARY OF CONTRACT WORK AND COMPUTED RETAINAGE          PAGE   1
```

Batch # C148 8-21-86

```
ONTRACT NUMBER:  C10042           ESTIMATE NUMBER: 003            KI(WIT PACIFIC CO.

                         CONTRACT            LIQUIDATED         RETAINAGE           FORCE ACCOUNT          NETPAY
UMBER      NUMBER         PAYMENT              DAMAGE                                   AMOUNT

MOUNT TO DATE:          419,616.58               0.00              0.00 *             785.91           420,402
RIOR AMOUNT:            423,346.28               0.00          5,000.00 *             785.91           424,132

RESENT AMOUNT:            3,729.70-              0.00          5,000.00- *              0.00             3,729

A-         SUB-          CONTRACT            LIQUIDATED         RETAINAGE           FORCE ACCOUNT          NETPAY
UMB       NUMBER          PAYMENT              DAMAGE                                   AMOUNT

10042       011           3,729.70-              0.00          5,000.00- *              0.00             3,729

          TOTAL           3,729.70-              0.00          5,000.00- *              0.00             3,729



ROJECT MANAGER-THACKERY - REGION 4

YPE OF RETAINAGE : SECURITIES ON DEPOSIT(*)

UMP SUM          :           .00

ERCENT RETAINED  :
```

SR-RS-B712

ENT VOUCHER

DESCHUTES		CONTRACT NO. C10042	ESTIMATE NO. 3
HIGHWAY FAS B712 (REDMOND-BEND RD)		FEDERAL AID PROJECT NO. RRSB0712002	
SECTION YEW AVENUE-STURGEON ROAD			

ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
TECTION AND DIR OF TRAFFIC	LUMP SUM	21000.0000	100.000	21000.00	21000.00	
NS	LUMP SUM	4303.0000	100.000	4303.00	4303.00	
	SQ FT	10.0000	422.000	4220.00	4265.00	45.00-
	HOUR	10.0000	264.500	2645.00	2645.00	
NC MIX PA #1	HOUR	25.0000	56.500	1412.50	1412.50	
T IN MIXTURE	TON	10.0000	12,313.250	123132.50	123132.50	
IN MIXTURE	TON	300.0000	767.400	230220.00	230226.00	6.00-
CK COAT	TON	110.0000	119.870	13185.70	12635.70	550.00
	TON	180.0000	33.420	6015.60	6015.60	
MENT ITEMS						
AC LEVELING	LUMP SUM	6925.0000	100.000	6925.00	6925.00	
ITEMS						
NUS	LUMP SUM	1007.1200	100.000	1007.12	1007.12	
NUS	LUMP SUM	9778.8600			9778.86	9778.86-
ONUS	LUMP SUM	5550.1600	100.000	5550.16		5550.16
NT ITEMS						
STRIPING 94002				785.91	785.91	

Type Code	"P" Construction Cost	Total Cost
I000	$420,402.49	$420,402.49

01 C10042	TOTAL CONTRACT ITEMS	419616.58	423346.28	3729.70-
	FORCE ACCOUNT	785.91	785.91	
		420,402.49		

CONTRACT PAYMENT VOUCHER

734-1020 (9-85)

DESCHUTES		CONTRACT NO. C10042	ESTIMATE NO. 3
HIGHWAY FAS B712 (REDMOND-BEND RD)		FEDERAL AID PROJECT NO. RRSB0712002	
SECTION YEW AVENUE-STURGEON ROAD			

NO.	ITEMS	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT
001	11 MOBILIZATION	LUMP SUM	21000.0000	100.000	21000.00	21000.00
002	11 TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	4303.0000	100.000	4303.00	4303.00
003	11 TEMPORARY SIGNS	SQ FT	10.0000	422.000	4220.00	4265.00
005	11 FLAGGERS	HOUR	10.0000	264.500	2645.00	2645.00
006	11 PILOT CAR	HOUR	25.0000	56.500	1412.50	1412.50
007	11 CLA B ASPH CONC MIX PA #1	TON	10.0000	12,313.250	123132.50	123132.50
008	11 ASPHALT CEMENT IN MIXTURE	TON	300.0000	767.400	230220.00	230226.00
009	11 HYDRATED LIME IN MIXTURE	TON	110.0000	119.870	13185.70	12635.70
010	11 ASPHALT IN TACK COAT	TON	180.0000	33.420	6015.60	6015.60
	PRICE AGREEMENT ITEMS					
3003A	11 EXTENTION FOR AC LEVELING	LUMP SUM	6925.0000	100.000	6925.00	6925.00
	ADJUSTMENT ITEMS					
6001C	11 AC MIXTURE BONUS	LUMP SUM	1007.1200	100.000	1007.12	1007.12
6001D	11 AC MIXTURE BONUS	LUMP SUM	9778.8600			9778.86
6001E	11 A/C MIXTURE BONUS	LUMP SUM	5550.1600	100.000	5550.16	
	FORCE ACCOUNT ITEMS					
861	11 TEMP TRAFFIC STRIPING 94002				785.91	785.91

Type Code	"P" Construction Cost	Total Cost
I000	$ 420,402.49	$ 420,402.49

DATE 08 21 86 PG. 01 C10042	TOTAL CONTRACT ITEMS	419616.58	423346.28
ENGINEER OR AUDITOR	FORCE ACCOUNT	785.91	785.91
		420,402.49	

10 3-2
jc cc: OSHD (L. W. Rulien) Contract #10042 STATE COPY

U.S. Department of Transportation
Federal Highway Administration

FINAL ACCEPTANCE REPORT

REGION NO. 4	REPORT NO. 1	COUNTY Deschutes	DIVISION Oregon
DATE OF REPORT NOV 10 '86	REPORT MADE BY 11-10-86 C. O. Fredrickson, Construction Engineer		PROJECT NO. SR-RS-B712(2)
COMPLETION DATE (Actual) 8/31/85	ACCEPTANCE DATE BY CONRTACT AGENCY 6-16-86	TIME ELAPSED 100 %	CONTRACT TIME 8-31-85

LOCATION

Yew Avenue-Sturgeon Road, FAS B812 (Redmond-Bend Road)

~~The FHWA-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted. (Projects over $500,000)~~
A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

1. Description of Improvement as Programed:

   A. Asphalt concrete pavement overlay construction.

   B. Performance of such additional and incidental work as is called for by the specifications and plans.

2. Contractor's Name: Kiewit Pacific Company, Vancouver, WA

3. Contract Amount: $420,402.49

4. CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Certification Acceptance Agreement. Final acceptance by the Federal Highway Administration is requested.

Signature (SHD Official) C.O. Fredrickson

Title Construction Engineer

RECEIVED
STATE HWY ENGR
NOV 13 '86
REFER TO Fredrickson
FOR

ny
10/14

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE [illegible] P Lowe		SIGNATURE	
TITLE Area Engineer	DATE 11/12/86	TITLE District Engineer B	DATE 11/13/86

FORM FHWA 1446B PREVIOUS EDITIONS MAY BE USED.
(Rev. 2-84)

10,042

June 23, 1986

CON 5 - #10,042

The Aetna Casualty & Surety Company
Bond Department
200 Market Bldg., Suite 1500
200 S.W. Market Street
Portland, OR 97201

Contract No. 10,042 awarded to Kiewit Pacific Company for work on the Yew Avenue-Sturgeon Road Section of FAS B712 in Deschutes County was completed on April 21, 1986, and accepted by the State Highway Division on June 16, 1986.

Final payment in the amount of $1,270.30 will be released to the contractor after June 30, 1986. The total contract amount is $420,402.49 including $785.91 for work performed under force account.

No claims for labor or material have been filed with us against the performance bond on this contract.

Robert W. Gormsen
COMMISSION SERVICES

cgc

cc: Kiewit Pacific Company
P.O. Box 1769
Vancouver, WA 98668

bc: C. O. Fredrickson
Walt Hart
V. E. Skoog Attn: Frank Griffin
Dale Allen

10,042

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10042

TO: Robert Gormsen
Manager, Commission Services

DATE: June 16, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10042, On Site Work Substantially Completed August 31, 1985

All Work Completed April 21, 1986

Project Yew Avenue-Sturgeon Road

Highway FAS B712 (Redmond-Bend Rd.)

County Deschutes

Type of Work Paving

Contractor Kiewit Pacific Company

WES:BMW:mk

cc: B. M. Walton

CPC/FM2

Noted RWGormsen

6-23-86 - Surety letter written.

RECEIVED
JUN 17 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

10,042 N

STATE OF OREGON **INTEROFFICE MEMO**

Highway Construction 378-6318

FILE: CON 5
10042

RECEIVED
STATE HWY ENG.
FEB 10 '86
REFER TO
FOR

Info	Invest	R/D	D/R	Sign	Act

TO: Steve Macnab
Region 4 Construction Engineer

DATE: February 7, 1986

FROM: Gerald Wimer Jerry
Construction Operations Engineer

NOTED
W. E. SCHWARTZ

SUBJECT: Yew Ave.-Sturgeon Rd. Section
Contract No. 10042

During our cursory review of the material summary certified December 3, 1985, and submitted December 13, 1985, for this project by your Region, we found the following non-resolved deficiencies in the materials records:

1. Contractor's process control test results and control charts for aggregate production and AC mixture tests have not been submitted to the Construction Section.
2. No documentation in the test summary can be found to cover the following tests performed during aggregate production: (a) all the contractor's field job control tests except for gradation, (b) all check and record testing.
3. No documentation in the test summary for the required check tests needed during asphalt concrete mixture production.
4. Short one check test for asphalt cement used in mixture.

These deficiencies are of such nature that some action should be taken.

The third notification for this project should be rescinded until the contractor's process control test results and charts are received.

Please determine and submit the required details and/or propose corrective action. To aid your review, the following records were returned December 20, 1985:

1. Test result summary,
2. Field Job Control Certification,
3. Region FMRR,
4. Region FMC,
5. Construction FMRR,
6. Pad contractor's aggregate gradation reports.

The bid item(s) relating to these deficiencies are 7 and 8 respectively. The last estimate shows their value at $123,132.50 and $230,226.00 respectively or a total of $353,358.50.

Unless we hear from you by March 10, 1986, the project records will be closed. Some or all of these items will be declared non-participating and will require use of State and/or local funds. Your timely submittal of the required records indicating that materials are of specified ill preclude this. You may still have basis for a price adjustment against the contractor, or you may have a basis for a lessor non-participating amount than identified by this office.

Should any amounts be declared non-participating, such action will be reported to the Assistant State Highway Engineer for Operations.

Your attention is further directed to the fact this project includes local government funding. This means that any uncorrected deficiencies not billed against the contractor will result in non-participation, part or all of which must be billed to the local government. We should make the effort to preclude this unsupported expense against their funds.

GW:mk

cc: W. E. Schwartz
Jack Sullivan
Don Harwell
Quality Control
Contract Payments

02065M

FORM 734-3001 10,042

FIELD ENGINEER'S WEEKLY REPORT

OREGON STATE HIGHWAY DIVISION

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION Yew Avenue - Sturgeon RD	WEEK ENDING Sept. 28 , 1985	SECTION PREFIX C10042-000
HIGHWAY Redmond - Bend Road	COUNTY Deschutes	
NAME OF JOB Yew Avenue - Sturgeon Road	KIND OF WORK Paving	
CONTRACTOR Kiewit Pacific Co.	CONTRACT NUMBER 10042	FEDERAL AID PROJECT NUMBER SR-RS-B712 (2)
DATE OF CONTRACT May 16, 1985	DATE WORK STARTED August 22, 1985	ESTIMATED COMPLETION DATE August 31, 1985
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS	WORK DAYS USED CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 462,720.21	SPECIFIED COMPLETION DATE August 31, 1985	PERCENT OF TIME ELAPSED 100
EXCLUSIVE OF ENGINEERING: $ 426,028.74	ENGINEERING AUTHORIZATION $ 36,691.47	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 426,028.74	ENGINEERING COST TO DATE $ 7,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 19 %	DATE PROJECT WAS COMPLETED: August 31, 1985

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
				100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					7.63
MILES PARTIALLY COMPLETED					
MILES COMPLETED					7.63
TOTAL ESTIMATED QUANTITIES (CONTRACT)					12,250 T
TOTAL QUANTITIES CORRECTED TO DATE					12,313 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					12,313 T
AVERAGE DAILY QUANTITIES					0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK.

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9-22	Partly cloudy			
MONDAY 9-23	sunny warm			
TUESDAY 9-24	sunny warm			
WEDNESDAY 9-25	sunny warm			
THURSDAY 9-26	sunny warm			
FRIDAY 9-27	sunny warm			
SATURDAY 9-28	sunny warm			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9-22	NO ACTIVITY
MONDAY 9-23	NO ACTIVITY
TUESDAY 9-24	NO ACTIVITY
WEDNESDAY 9-25	NO ACTIVITY
THURSDAY 9-26	NO ACTIVITY
FRIDAY 2-27	NO ACTIVITY
SATURDAY 9-28	NO ACTIVITY

REMARKS

JOB COMPLETED AUGUST 31, 1985

SEMI FINAL TURNED IN SEPTEMBER 27, 1985

SEMI FINAL INSPECTION WILL BE ON OCTOBER 2, 1985

SIGNED ______ LOCATION SISTERS

D. L. Olson

[illegible] SUBMIT 3 COPIES

June 11, 1985

Kiewit Pacific Company
P. O. Box 1769
Vancouver, WA 98668

CON 5
#10,042

Gentlemen or Ladies:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the Transportation Commission:

Contract No. 10,042 for paving on the Yew Avenue-Sturgeon Road Section of FAS B712 (Redmond-Bend Road) in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

slp
Enclosure

cc: The Aetna Casualty & Surety Co.
Bond Department
200 Market Building, Suite 1500
200 S. W. Market Street
Portland, OR 97201

bc: C. O. Fredrickson
Walt Hart
Bruce Walton
Janice Peterson
Dale Allen
Jerry Thackery

KIEWIT PACIFIC CO.

A Kiewit Company

NORTHWEST DISTRICT OFFICE:
P.O. Box 1769
Vancouver, WA 98668
206/693-1478

HOME OFFICE:
1000 Kiewit Plaza
Omaha, Nebraska 68131

May 10, 1985

Office of Commission Services
Room 121
State Transportation Building
Salem, OR 97310

ATT: ROBERT W. GORMSEN

RE: YEW AVENUE - STURGEON ROAD
(Redmond-Bend Road) FAS B712 Highway
Deschutes County

Gentlemen:

To meet the 2% DBE participation for the referenced project, we will use Butler Development Co., 13318 N.E. 4th. Court, Vancouver, Washington 98665 as a subcontractor for the following items:

ITEM #	DESCRIPTION	QUANTITY	UNIT PRICE	APPROX. TOTAL
2	Temp. Protection and Direction of Traffic (Partial)	LS	LS	$3,000.00
5	Flaggers	500 hr	$10/hr	5,000.00

This totals $8,000.00 DBE participation, meeting the 2% assigned goal of $7,998.66.

Very truly yours,

Greg Basel

GREG BASEL
General Superintendent
Northwest District

GB/mkh

cc: File

RECEIVED
MAY 10 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

cc Thomas Jones

KIEWIT PACIFIC CO
A Kiewit Company

NORTHWEST DISTRICT OFFICE:
P.O. Box 1769
Vancouver, WA 98668
206/693-1478

HOME OFFICE:
1000 Kiewit Plaza
Omaha, Nebraska 68131

June 6, 1985

State of Oregon
Department of Transportation
Transportation Building
Salem, OR 97310

ATT: ROBERT W. GORMSEN
Commission Services

RE: YEW AVENUE - Contract No. 10,042 file under
CLINE FALLS - Contract No. 10,041

As requested in your letter of June 4th, we are enclosing certified copies of Sections 6, 7 and 8 of Article V of our by-laws designating Charles D. Nylund as Vice President and Richard Geary as President of Kiewit Pacific Co.

Please note that these changes were effective February 4, 1985.

Carl Sanders

CARL J. SANDERS
Business Manager
Northwest District

CJS/mkh

enclosures

cc: Greg Basel
Prequalification File

RECEIVED
JUN 07 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

CERTIFIED COPY OF SECTIONS 6, 7, AND 8
OF ARTICLE V OF BY-LAWS OF
KIEWIT PACIFIC CO.

"OFFICERS - THE PRESIDENT - Section 6. The president shall be the chief executive officer of the corporation, shall preside at all meetings of the stockholders and the board of directors, shall have general and active management of the business of the corporation and shall see that all orders and resolutions of the board of directors are carried into effect.

"Section 7. He shall execute bonds, mortgages and other contracts requiring a seal, under the seal of the corporation, except where required or permitted by law to be otherwise signed and executed and except where the signing and execution thereof shall be expressly delegated by the board of directors to some other officer or agent of the corporation.

"THE VICE PRESIDENTS (IF ANY) - Section 8. In the absence of the president or in the event of his inability or refusal to act, the vice-president (or in the event there be more than one vice-president, the vice-presidents in the order designated by the directors, or in the absence of any designation, then in the order of their election) shall perform the duties of the president, and when so acting, shall have all the powers of and be subject to all the restrictions upon the president. The vice-presidents shall perform such other duties and have such other powers as the board of directors may from time to time prescribe."

* * * * * * * * * *

I, James P. Clarke, Secretary of Kiewit Pacific Co., a corporation organized under the laws of the State of Delaware, do hereby certify that the foregoing is a full, true and correct copy of Sections 6, 7, and 8 of Article V of the By-Laws of said corporation.

I further certify that Charles D. Nylund is a duly elected, qualified, and acting Vice President of Kiewit Pacific Co.

IN WITNESS WHEREOF, I have hereunto subscribed my name and have affixed the corporate seal of the corporation this 4th day of February, 1985.

James P. Clarke

James P. Clarke, Secretary
KIEWIT PACIFIC CO.

[illegible]

STATE COPY

TO BE COMPLETED BY FHWA 5- 170 + 171	U.S. Department of Transportation Federal Highway Administration **FEDERAL-AID PROJECT AGREEMENT** [illegible]	STATE Oregon COUNTY Deschutes PROJECT NO. SR-RS-B712(2)

The State, through its Highway Agency, having complied, or hereby agreeing to comply, with the applicable terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

County Road Yew Avenue - Sturgeon Road Section

PROJECT CLASSIFICATION OR PHASE OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING AND RESEARCH (HP & R)		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-17-85	7.63
OTHER *(Specify)*		

FUNDS Pro-rata 88.15%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 462,720.00	~~198.00~~ 079 6368.00 $ ~~407,689.00~~ 075 401,519 00

The State further stipulates that as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the following pages.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Agency)

By

Manager, Program Section
(Title)

XXX For: H.S. Coulter

State Highway Engineer
(Title)

By

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By
(Division Administrator)

For: Dale E. Wilken

Date executed by Division Administrator MAY 29 1985

FORM PR-2 (REV. 1-84) PREVIOUS EDITIONS ARE OBSOLETE

OREGON STATE HIGHWAY DIVISION
SALEM, OREGON May 23, 1985

Federal Aid Project No. SR-RS-B712(2)

Yew Ave.-Sturgeon Road Section
County Road
Deschutes County

PROJECT AGREEMENT ESTIMATE

Type Code I000
Overlay (M.P. 2.06 to M.P. 9.69)

Mobilization	Lump Sum	All	Lump Sum	$ 21,000.00
Temporary Protection and Direction of Traffic	Lump Sum	All	Lump Sum	4,303.00
Temporary Signs	Sq. Ft.	310	10.00	3,100.00
Temporary Barricades	Each	2	100.00	200.00
Flaggers	Hour	500	10.00	5,000.00
Pilot Car	Hour	160	25.00	4,000.00
Class "B" Asphalt Concrete Mixture	Ton	12,250	10.00	122,500.00
Asphalt Cement in Mixture	Ton	735	300.00	220,500.00
Hydrated Lime in Mixture	Ton	125	110.00	13,750.00
Asphalt in Tack Coat	Ton	31	180.00	5,580.00
				$ 399,933.00

ANTICIPATED ITEMS

Permanent Pavement Striping	All Required	$ 6,000.00
Temporary Pavement Striping	All Required	1,250.00
Removal of Roadside Obstructions	All Required	500.00
		$ 7,750.00
	Subtotal	$ 407,683.00
	Engineering	55,037.00
	Total	$ 462,720.00

Length of Project ---------------- 7.63 mile
Cost of Roadway Per Mile --------- $60,644.82

SUMMARY OF FUNDS (88.15%)

Description	Group	Appn Code	Total Cost	Federal Funds	State Funds	County Funds
Roadway	2	079	$ 7,225.00	6368.00 $ ~~198.00~~	$ 13.50	$ 13.50
Roadway	1	075	~~462,495.00~~ 456,495.	~~407,689.00~~ 401,519.00	27,403.00	27,403.00
TOTAL			$462,720.00	$407,887.00	$27,416.50	$27,416.50

Group 1: 100%   Group 2: 0%
Contract No. 10042
Prefix: 509-1937 P.E.
509-1045

CPL:me

10,042

CCN 21-8
[illegible]

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

OREGON DIVISION
The Equitable Center, Suite 100
530 Center Street N. E.
Salem, Oregon 97301

May 3, 1985
IN REPLY REFER TO
HFO.4/5-OR/

RECEIVED
STATE HWY ENGR
MAY 6 '85
REFER TO Hunter
FOR

Info	Invest	R/D	D/R	Sign	Act	File
					✓	

Mr. H. S. Coulter
State Highway Engineer
Oregon State Highway Division
Salem, Oregon

Dear Mr. Coulter:

Oregon Project SR B712(1)
Yew Avenue-Sturgeon Road Section
FAS B712, Old Redmond-Bend Highway
Deschutes County - Design Exception

We have reviewed your April 18, 1985 request for an exception to the minimum design standard for shoulder width and for a reduction in the desirable clear zone width. The design criteria as set forth in "A Policy on Geometric Design of Highways and Streets" would indicate a shoulder width of 4 feet. The AASHTO Guide for Selecting, Locating, and Designing Traffic Barriers would indicate a clear zone in excess of the available right-of-way would be desirable.

We concur with your proposal as detailed in your letter to provide less than a standard shoulder width and a reduced clear zone on this project. Our concurrence is based on the absence of any significant adverse accident history on this section of highway, and the high cost which would be associated with the construction of the standard shoulder width and the desirable clear zone.

Sincerely yours,

G.K. Hassan
for Dale E. Wilken
Division Administrator

cc:
OSHD (D. O. Christensen, Design)
OSHD (R. A. Kuehn, Fianl Design)

E.
cc Christensen
Kuehn
cp. sent
5-9-85
RW

10,042

April 23, 1985

PRO

Mr. Neil Hudson
Director of Public Works
61160 SE 27th
Bend, OR 97720

Dear Mr. Hudson:

SUBJECT: Cline Falls-Newcomb Section
Yew Ave.-Sturgeon Road Section
Deschutes County

On May 9, 1985 bids will be taken by the State Highway Division on the subject projects. These are Federal Aid Secondary projects and as per our Agreements No. 8227 and 8228 and our Local Government Agreement the County is requested to deposit 65% of the County's share of the estimated construction cost as computed below:

	CLINE FALLS- NEWCOMB SECTION RS-8710(2)	YEW AVE. STURGEON SECTION SR-RS-8712(2)
Est. Total Const. Cost	$425,500	$467,800
Less Federal Funds (88.15%)	(375,100)	(412,400)
Less 1/2 Balance State Share	(25,200)	(27,700)
COUNTY SHARE	$ 25,200	$ 27,700
65% of County Cost (Rounded)	$ 16,400	18,000

COUNTY'S ADVANCE DEPOSIT $34,400

We will award the contract when we receive your advance deposit in the amount of $34,400 and the DBE/WBE goals have been cleared. You may use one of the three options for payment described in the attachments.

Very truly yours,

ORIGINAL SIGNED
GARY A. POTTER

Gary A. Potter, Manager
Program Section

CK
Received
5-10-85
hucs

HKS:pf
Attachment
bcc w/AD #85-35 - John Hagedorn, Region 4
#85-36 - Vern Skoog, Please return completed AD #85-35 & #85-36 when advance deposit is received.

10,042

Con 2-4 [illegible]

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SR-RS-B712(2)

2. STATE PROJECT NO. See Below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50069

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

orig. to H26

RECEIVED
STATE HWY ENGR
APR 23 '85
REFER TO Potter
FOR
Info | Hndl | R/D | O/R | Sign | Ans | File

7. DATE AUTHORIZATION EFFECTIVE 4-17-85

8. FEDERAL ROUTE NUMBER Secondary B712

9. STATE ROUTE NUMBER County Road

10. GENERAL LOCATION:
YEW AVENUE - STURGEON ROAD SECTION

11. GENERAL DESCRIPTION OF WORK
Advertise for bids

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
☐ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☒ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

13. REMARKS

As requested by Mr. Potter's letter dated April 15, 1985, you are now authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project at a total estimated cost of $470,000; Federal Funds $414,305 in accordance with the approved Certification Acceptance Plan. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards are lower than the minimum design as approved, this office should be notified of such proposed exceptions and reasons thereof.

I accept the certification of Mr. Rod Henry dated March 20, 1985, that provisions of FHPM 7-5-1 have been complied with.

The above authorization is on the condition that horizontal curve No Passing zone striping to comply with the MUTCD will be accomplished in accordance with your March 28, 1984 letter.

14. DATE 4/18/85

15. SIGNATURE OF APPROVING OFFICIAL G. K. [illegible]

16. TITLE for Division Administrator

FORM PR-1240
(Rev. 12-79)
PREVIOUS EDITIONS MAY BE USED

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

April 18, 1985

In Reply Refer to
File No.:
DES 16

Dale E. Wilken, Division Administrator
Federal Highway Administration
The Equitable Center, Suite 100
530 Center Street, N.E.
Salem, OR 97301

Attn: Glenn K. Hossner

Exception Request
Yew Avenue-Sturgeon Road Section
FAS B712, Old Redmond-Bend Highway
Deschutes County

This is an FAS-C project on a county road (formerly a State highway) from M.P. 2.06 to 9.69.

The purpose of the project is to preserve the existing bituminous surface from further deterioration by overlaying with two inches of asphalt concrete pavement. Deschutes County has contracted paving and related work to widen the existing pavement to 24 feet with 2-foot shoulders.

The typical section proposed is two 12-foot travel lanes with 2-foot gravel shoulders (28 feet, total). Design standards for this road indicate 11-foot lanes with 4-foot shoulders (30 feet, total) would be appropriate.

The present ADT is 600 and the design speed proposed is 55 MPH. The road type and design speed indicate a 25-foot clear zone is desirable. (Reference - AASHTO Guide for Selecting, Locating and Designing Traffic Barriers.)

The Roadside Inventory lists some culverts, a utility pole, a few trees and some cut and fill slope areas as potential safety hazards. The existing right-of-way width is 60 feet. The clear zone desired would require a minimum 80-foot right-of-way in order to provide a location for utility poles and permit regrading to flatten cut and fill slopes and make culvert extensions. The cost of additional right-of-way and regrading would exceed substantially the funds available for this project. A few trees within the clear zone will be removed.

Form 734-3122

The Traffic evaluation of this project (copy attached) shows the accident rate to be quite low. No high accident locations were identified.

This letter is submitted as a request for exceptions to minimum design criteria as set forth in "A Policy on Geometric Design of Highways and Streets, AASHTO 1984".

The proposed project and exceptions have been discussed with Mr. Dave Carter of the Federal Highway Administration.

This project is presently on the May 9, 1985 contract letting schedule.

D. O. Christensen, P.E.
Road Design Engineer

By

Richard A. Kuehn, P.E.
Final Design Engineer

Attach.

bc H. S. Coulter
E. S. Hunter
Gary Potter
Bob Poole
Dale Allen
T. W. Litchfield
Fred Eriksen

RAK:FE:ja

10,042 509-1937

ORIGINAL

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

4-16-85

FINAL VOUCHER FOR PAYMENT UNDER 23 U.S.C. 117

Appropriation:

The United States, Dr., TO Treasurer of the State of Oregon

Address Capitol Building, Salem, OR 97310

D.O. VOUCHER NO.

STATE VOUCHER NO.

DATE

FHWA SCHEDULE NO.

PAID BY

STATE OREGON

FEDERAL AID PROJECT NO. SR B 712 (1)

PROGRAM APPROVED

VOUCHER PERIOD
From: 10/30/84 To: 4/16/85

FINANCIAL DATA

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED
$3,123.35	$3,123.35	88.15	$2,753.23	$2,753.23	$0.00

079

The undersigned State highway agency certifies as follows: The above-mentioned project has been completed; the plans, design and construction for said project are in accord with the laws, standards and procedures of this State applicable to projects in this category approved by the Federal Highway Administration or such project exceptions as have been approved by FHWA; and no claim has been presented to or payment made by the United States for the work for which payment is claimed herein.

SIGN ORIGINAL ONLY ______________________ *State Highway Agency*

By ______________________ ____________
Assistant Controller *Authorized Officer* *Date*

I certify that a final inspection of the above project has been made by an authorized official of the Federal Highway Administration. On the basis of such inspection and the State highway agency's certification the amount claimed is approved for payment.

Amount submitted $ 0.00

Adjustments $ ______________________

Amount Approved $ ______________________

SIGN ORIGINAL COPY ______________________
Signature of Authorized FHWA Representative *Date*

Form FHWA-1447 (4-78) PREVIOUS EDITIONS ARE OBSOLETE

STATEME. OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS *(Payee must not use this column)*
	YEW AVE. - STURGEON ROAD					
	DESCHUTES COUNTY ROAD					
	Preliminary Engineering Type Code PE					
	State	All Required			$3,123.35	
	TOTAL PARTICIPATING PRELIMINARY ENGINEERING				**$3,123.35**	
	TOTAL PROJECT COST				**$3,123.35**	
	Prepared based on the participating project cost as shown on the Federal Billing as of March 3, 1987.					
	AMOUNT CARRIED FORWARD					

```
                    JOB COST SUMMARY RUN ON  05-18-88
               EA/SUBJOB/ACTIVITY/OBJ-DETAIL CREW-NUMBER
                      PAYROLL CHARGES ARE LOADED
                    CHARGES ARE CURRENT TO 05/13/88

                                           CREW   MSA         CURRENT       BALANCE TO
EA       SUBJOB ACTIVITY OBJ-DETAIL NUMBER FIELD        MONTH           DATE
--       ------ -------- ---------- ------ -----        -------       ----------
C5091937 011                                0100                                5,171.85 ***
OBJ-DETAIL                                                                      5,171.85

ACTIVITY                                                                        5,171.85 SUBTOTAL

C5091937 011    903      598        2042                                       -1,911.20
OBJ-DETAIL 598                                                                 -1,911.20

ACTIVITY    903                                                                -1,911.20 SUBTOTAL

SUB-JOB     011 SUBTOTAL                                                        3,260.65

EA          C5091937 TOTAL                                                      3,260.65


*** INDICATES PRIOR TO JULY 1, 1985 EXPENDITURES
```

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                    JUNE 1985         PAGE 1106

                                                                              FISCAL          GRAND TOTAL
     DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH   YEAR TO DATE       TO DATE
                          509    1937      298     00 N 9       287.80        4,232.09         4,232.09
                          509    1937      901     00 P 1                     1,040.57         1,040.57
                          509    1937      905     00 P 1         3.00          740.83           740.83
                          509    1937      910     00 P 1                       170.30           170.30
                          509    1937      911     00 P 1                       165.59           165.59
                          509    1937      913     00 P 1                         4.62             4.62
                          509    1937      918     00 P 1                        56.68            56.68
                          509    1937      920     00 P 1                        63.49            63.49
                          509    1937      921     00 P 1       367.84          698.36           698.36
                          509    1937      922     00 P 1                         9.12             9.12
                          509    1937      926     00 P 1                     1,911.20         1,911.20
                          509    1937      933     00 P 1                       246.06           246.06
                          509    1937      950     00 P 1                        65.03            65.03
                                          TOT      P1           370.84        5,171.85         5,171.85
                                      ** JOB TOTALS **          370.84  **    5,171.85  **     5,171.85  **

  BNRR @ VANDERVERT ROAD    CONT NO       FA PROJ NOS RRS B345004 100                                         STATE
                          509    1938      296     00 N 9       141.55CR        144.44CR         144.44CR
                          509    1938      298     00 N 9       141.55          144.44           144.44
                          509    1938      901     00 P 1          .71CR        156.57           156.57
                          509    1938      903     00 P 1                         3.21             3.21
                                          TOT      P1              .71CR        159.78           159.78
                                      ** JOB TOTALS **             .71CR**      159.78  **       159.78  **

  BNRR @ BEND-DES MARKET RD CONT NO       FA PROJ NOS RRS B351001 100                                         STATE
                          509    1939      296     00 N 9                        20.82CR          20.82CR
                          509    1939      298     00 N 9                        20.82            20.82
                          509    1939      901     00 P 1                        19.50            19.50
                          509    1939      903     00 P 1                         3.63             3.63
                                          TOT      P1                            23.13            23.13
                                      ** JOB TOTALS **                  **       23.13  **        23.13  **

  BNRP XING @ MURPHY RD     CONT NO       FA PROJ NOS RS  B349001 100                                         STATE
                          509    1990      296     00 N 9       915.27          915.27         1,521.76CR
                          509    1990      297     00 N 9       915.27CR        915.27CR         104.73
                          509    1990      298     00 N 9                                      1,417.03
                          509    1990      901     00 P 1                                      1,451.68
                          509    1990      906     00 P 1       180.10CR        180.10CR
                          509    1990      920     00 P 1                                         12.14
                          509    1990      923     00 P 1                                          8.21
                          509    1990      927     00 P 1       180.10          180.10           180.10
                                          TOT      P1                                          1,652.13
                                      ** JOB TOTALS **                  **                **   1,652.13  **

  [illegible]               CONT NO       FA PROJ NOS SR  A382001 100                                         STATE
                          510    1914      296     00 N 9                                      [illegible]
```

```
ACCOUNT SUMMARY - EXPENDITURES & LEDGERS                                         JUNE 1985        PAGE 1105

                                                                                   FISCAL          GRAND TOTAL
      DESCRIPTION                PREFIX  FUNCTION SUB F.  GR  CURRENT MONTH     YEAR TO DATE        TO DATE
                           509    1928      922    00 P 1            05CR            10.36             10.36
                           509    1928      926    00 P 1                                           1,763.76
                           509    1928      927    00 P 1          20.34CR        4,696.28          5,299.43
                           509    1928      932    00 P 1          12.69             38.06             58.02
                           509    1928      933    00 P 1                                             58.33
                           509    1928      937    00 P 1           2.81CR        1,084.85          2,105.14
                                            TOT       P1          216.66        13,006.44         24,362.31
                                     ** JOB TOTALS **             216.66   **   13,006.44   **    24,362.31   **

PAULINA CK-PAULINA L. RD)B   CONT NO    * FA PROJ NOS BRS B683001 100                                            STATE
                           509    1931      296    00 N 9                          9,336.97CR        14,071.33CR
                           509    1931      298    00 N 9                          9,336.97          14,071.33
                           509    1931      901    00 P 1                             24.00           4,653.11
                           509    1931      905    00 P 1                          2,528.52           2,528.52
                           509    1931      906    00 P 1                            166.73             257.30
                           509    1931      909    00 P 1                            423.39             597.12
                           509    1931      918    00 P 1                                               159.29
                           509    1931      920    00 P 1                            197.73             308.71
                           509    1931      921    00 P 1                          1,244.64           1,244.64
                           509    1931      922    00 P 1                             36.09              36.09
                           509    1931      923    00 P 1                                                72.68
                           509    1931      926    00 P 1                            272.15           1,681.11
                           509    1931      927    00 P 1                          3,516.89           3,759.98
                           509    1931      933    00 P 1                             88.13              88.13
                           509    1931      937    00 P 1                          2,202.47           2,202.47
                           509    1931      950    00 P 1                            161.53CR
                                            TOT       P1                          10,539.21          17,589.16
                                     ** JOB TOTALS **                     **      10,539.21   **     17,589.16   **

INE FALLS-NEWCOMB ROAD       CONT NO    * FA PROJ NOS RS  B710001 100                                            STATE
                           509    1936      296    00 N 9         267.92CR        3,393.83CR         3,393.83CR
                           509    1936      298    00 N 9         267.92          3,393.83           3,393.83
                           509    1936      901    00 P 1                            988.39             988.39
                           509    1936      905    00 P 1           3.00          1,335.41           1,335.41
                           509    1936      910    00 P 1                            188.30             188.30
                           509    1936      911    00 P 1                            199.94             199.94
                           509    1936      918    00 P 1                             56.67              56.67
                           509    1936      920    00 P 1                             63.48              63.48
                           509    1936      921    00 P 1         375.42             654.59             654.59
                           509    1936      922    00 P 1                             19.03              19.03
                           509    1936      933    00 P 1                            383.00             383.00
                           509    1936      950    00 P 1                            339.67             339.67
                                            TOT       P1          378.42           4,228.48           4,228.48
                                     ** JOB TOTALS **             378.42   **      4,228.48   **      4,228.48   **

[illegible] .RD              CONT NO    * FA PROJ NOS SR  B712001 100                                            STATE
                           509    1937      296    00 N 9         287.30CR        4,232.09CR         4,232.09CR
```

10,042 3-13-85

Section Yew Avenue-S[illegible]rgeon Road Programming Estimate $\$392{,}000$

Highway Redmond-Bend Project Length 7.63 miles

County Deschutes Completion Time Not later than August 31, 1985

Kind of Work Paving Est. Comp. Date Same

Prefix 509-1937-921 Letting Date April 18, 1985 Project No. SR-RS-B712(2)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount . . . . $\$404{,}950^{00}$

Anticipated Additional Items:

Royalty Payment.		$\$7250^{00}$
Permit Fees		
Slide Correction		
Railroad Protective Costs		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping.	6000^{00}	
Temporary Pavement Striping.	1250^{00}	
Remove Pavement Striping (Exist. & Temp.) . . .		
Temporary Erosion Control		
State Furnished ________		
Roadside Seeding & Mulching		
Asphalt Cement Adjustment		
On the Job Trainees ($0.80 x _____ hrs.)		
State Responsibility for Damages		
Signal Controller Testing		
"OPTICOM" Testing		
Bikeway Signs		
Bikeway Striping & Legend		
________		
________		
________		
________		
________		
Adjust Utilities:		
________		
________		

Subtotal $\$412{,}200^{00}$

Contingencies (4-1/2%) . . . . $18{,}549^{00}$

Engineering (8, [✓ 9,] 10%) . . . . $37{,}098^{00}$

Subtotal $

Credit for ________ . . . . . .

Estimated Net Authorization, Construction . . . . $\$467{,}847^{00}$

APPROVED

3/13/85
3:10 ZB

Road Design Engineer

Rev. 11/81

SUMMARY--BID SCHEDULE--COST ESTIMATE
OREGON STATE HIGHWAY DIVISION

SECTION Yew Avenue - Sturgeon Road		COUNTY Deschutes	SHEET 1 OF 1
KIND OF WORK Paving	KEY NUMBER	LENGTH 7.63 Miles	DATE 3-7-85
			NAME Vincent

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
	Mobilization		Lump Sum	All	—	22,000^{00}
	Temporary Protection and Direction of Traffic		Lump Sum	All	—	6500^{00}
	Temporary Signs		Sq. Ft.	310	6^{00}	1860^{00}
	Temporary Barricades		Each	2	70^{00}	140^{00}
	Flaggers		Hour	500	15^{00}	7500^{00}
	Pilot Car		Hour	160	30^{00}	4800^{00}
	ROADWORK					
	Class "B" Asphalt Concrete Mixture		Ton	12,250	16^{00}	196,000^{00}
	Asphalt Cement in Mixture		Ton	735	190^{00}	139,650^{00}
	Hydrated Lime in Mixture		Ton	125	150^{00}	18,750^{00}
	Asphalt in Tack Coat		Ton	31	250^{00}	7750^{00}
						\$404,950^{00}

734-1736 (REV. 2-84)

10,042

VICTOR ATIYEH
GOVERNOR

Department of Transportation
HIGHWAY DIVISION
TRANSPORTATION BUILDING, SALEM, OREGON 97310

In Reply Refer to
File No.:
PRO

Date: March 12, 1985

To: Dale E. Wilken
Division Administrator
Federal Highway Administration

From: Gary A. Potter, Manager
Program Section

Subject: Project Data Submission
Item No. 50069
Project No. SR-RS-B712(2)
Yew Ave.-Sturgeon Road Sec.
County Road
Deschutes County

Attached data consists of PR-1 forms with project maps.

It is the Oregon State Highway Division's present intention to receive bids for this project on April 18, 1985.

DRH:bkb
Attachments
cc: D.D. Allen (Region 4)
General Files
M. Shultz w/att.

Budget Bureau No. 41-R

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1
(REV. 4-61)

March 12, 1985

FEDERAL - AID PROGRAM DATA
(PPM 21-1)

CARD 2	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces) Co. Rd., 2.75 mi. N.E. Tumalo, NE 7.5 mi.	ADT	PRESENT 2,000	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon

CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) Overlay	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. 040	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) SR-RS-	NUMBER B712

CARD

CLASS OF FEDERAL FUNDS: Secondary Resurfacing & Rural Secondary

COUNTY NAME: Deschutes

NAME OF URBAN AREA: ----

ROUTE NO.: S | FEDERAL-AID: B712 UC | STATE: Co. Rd. | U.S.: ----

CARD	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS
1	(14-18)	(18)	41	42	43 48	50			(54) (56)	(60) (66)	(67) (76)		
5					PE								
5					ROW								
5					CONST (CODE) 1000	(07)	"Yew Ave.-Sturgeon Road Sec."	SR		17,500	15,420	1,040	1,040
								RS	7.63	422,500	372,430	25,035	25,035
CARD 1	CODE 1	PREPARED BY DRH					PROJECT TOTALS		7.63	440,000	387,850	26,075	26,075
1	14	PROGRAM APPROVAL DATES 10-1-84								(16) (23)	(24) (33)		

REMARKS
Additional Data: Item No. 5006
No. SR-B712(1

Key #02565

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

FORM PR-1
(REV. 4-61)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

March 12, 1985

PROJECT LOCATION (45 typewriter spaces) Co. Rd., 2.75 mi. N.E. Tumalo, NE 7.5 mi.	**ADT**	PRESENT 2,000	FUTURE ----	YEAR ----	REGION 10	STATE NAME Oregon	STATE CODE 41
APPN CODE 075 079	ITEM NO. 50069						

POSED WORK (35 typewriter Overlay	NATL. FOREST	F/A ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. 040	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S) SR-RS-	NUMBER B712	SEQ. NO. (2)
I Projects Only POST MI.	DESIG.									

FUNDS
Secondary Resurfacing & Rural Secondary

COUNTY NAME Deschutes CODE 017

PROGRAM STAGE ☐ 1 OR ☐ 2

EA ----

ROUTE NO. S FEDERAL-AID B712 UC STATE Co. Rd. U.S. ----

ESTIMATED PROJECT COST BY PHASES

WORK TYPE	STEP	TERMINI (Full description)		MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS (88.15%)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
PE									
ROW									
CONST (CODE) 1000	(07)	"Yew Ave.-Sturgeon Road Sec."	SR		17,500	15,420	1,040	1,040	
			RS	7.63	422,500	372,430	25,035	25,035	
ED BY DRH		PROJECT TOTALS		7.63	440,000	387,850	26,075	26,075	

AM APPROVAL DATES 10-1-84

REMARKS
Additional Data: Item No. 50069; Project
No. SR-B712(1).

Key #02565

-over

USCOMM DUSCOMM-DC 48905-P61

YEW AVE.-STURGEON ROAD SEC.

Remarks continued:

Project Data: Work under this project consists of 1) overlay with H-T pave on existing roadbed to provide two 12 ft. travel lanes with 2 ft. gravel shoulders; 2) adjust utilities as required; and 3) incidentals common to this type of project.

Maintenance and Accommodation of Utilities: A State-County Agreement No. 8228 complying with Section 116, Title 23 U.S.C., and paragraph 6d(1) PPM 30-4.1 (FHPM 6-6-3-2) was executed 9-14-84.

Note: 1) This project is in Congressional District No. 2.
2) Included in FY '85 Status Report.

10,042

3-11-85

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
1	Title Sheet
2	Typical Sections & Summary

RICHARD A. KUEHN

Temporary Protection And Direction Of Traffic Will Be Written In The Contract Special Provisions.

S T A T E O

DEPARTMENT OF

S T A T E H I G H W

P L A N S F O R P R O

YEW AVENUE - STU

REDMOND - BE

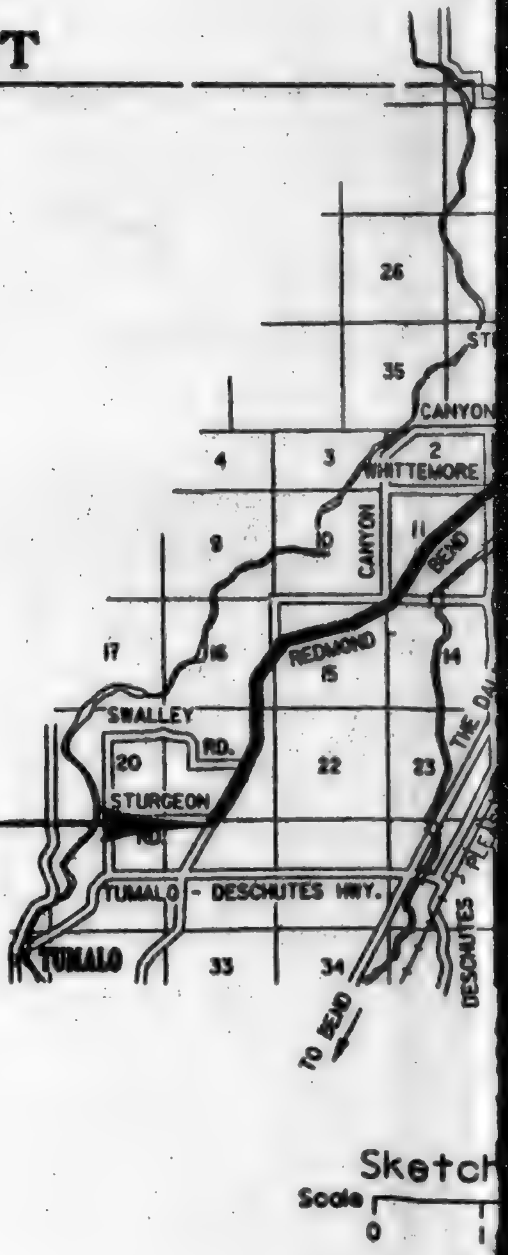
DESCHUTES

BEGINNING OF PROJECT

M.P. 2.06

END OF PROJECT

M.P. 9.69


26
ST
35
CANYON
4
3
2
WHITTEMORE
9
10
CANYON
11
BEND
17
16
REDMOND
15
14
SWALLEY
RD.
20
22
23
THE DA
STURGEON
RD.
TUMALO - DESCHUTES HWY.
TUMALO
33
34
DESCHUTES
TO BEND
Sketch
Scale
0
1

3-11-85

E OF OREGON

OF TRANSPORTATION

GHWAY DIVISION

FOR PROPOSED PROJECT

PRELIMINARY COPY
MAR 7 1985
SUBJECT TO CHANGE
FINAL DESIGN UNIT

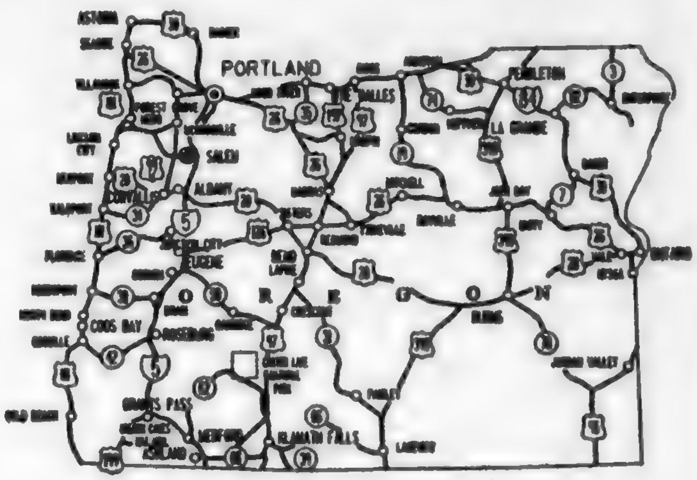
YEW AVENUE - STURGEON ROAD SEC. REDMOND - BEND HIGHWAY DESCHUTES COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index

FAS-C

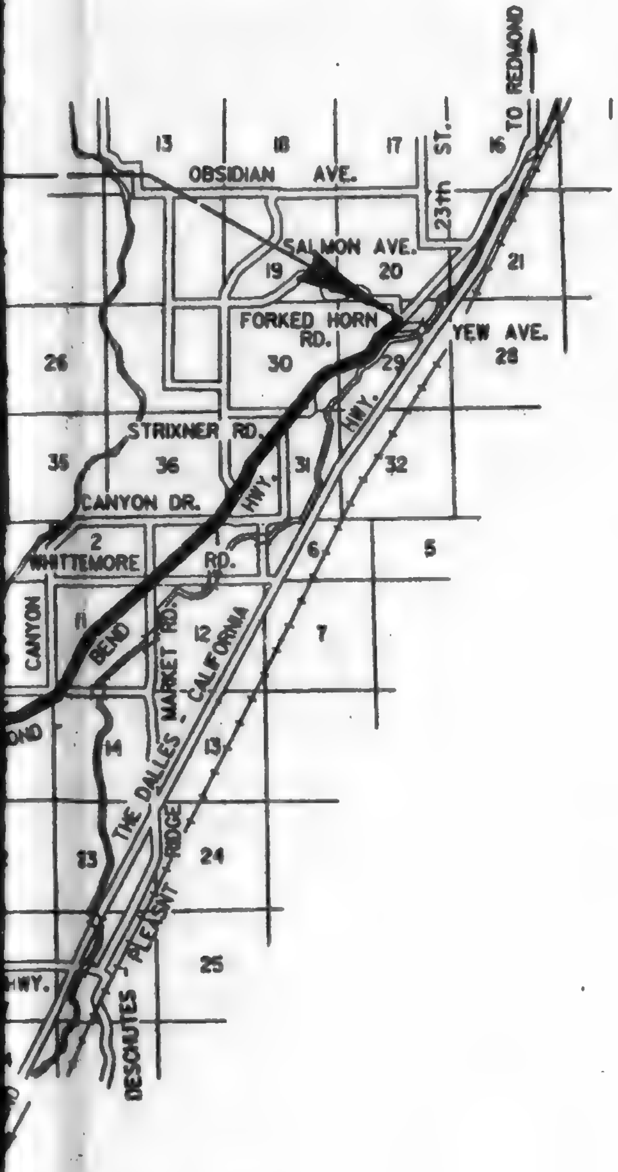
STURGEON ROAD SEC.

ND - BEND HIGHWAY

ESCHUTES COUNTY



PORTLAND
SALEM
COOS BAY
O R E G O N



TO REDMOND
OBSIDIAN AVE.
23rd ST.
SALMON AVE.
FORKED HORN RD.
YEW AVE.
STRIXNER RD.
CANYON DR.
WHITTEMORE RD.
CANYON
BEND
MARKET RD.
CALIFORNIA
THE DALLES
RIDGE
PLEASANT
DESCHUTES
HWY.
13
16
17
16
19
20
21
26
30
29
28
35
36
31
32
2
6
5
11
12
7
14
13
23
24
25
N

Sketch Map

Mile 0 1 2 Mile

APPROVED March 11 1985

BOARD OF COMMISSIONERS OF Deschutes COUNTY

BY ______________________

COMMISSIONER

COMMISSIONER

COMMISSIONER

Director of Public Works

PRELIMINARY COPY
SUBJECT TO CHANGE

OREGON TRANSPORTATION COMMISSION

Anthony Yturri	CHAIRMAN
Peter J. Brix	VICE CHAIRMAN
Robert F. Dwyer	COMMISSIONER
N. B. Giustina	COMMISSIONER
Samuel T. Naito	COMMISSIONER
Fred D. Miller	DIRECTOR OF TRANSPORTATION

H. S. Coulter	E. S. Hunter
STATE HIGHWAY ENGINEER	ASSISTANT STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED

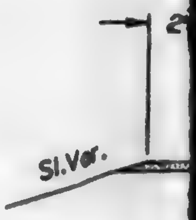
______________________ FIELD OPERATIONS ENGINEER ________ DATE

S U M M A R Y

ITEM	UNIT	QUANTITY	SEGREGATION OF QUANTITIES	
Mobilization	*All*	*All*		
Temporary Protection And Direction Of Traffic	*All*	*All*		
Temporary Signs	*Sq.Ft.*	*308*		
Flaggers	*Hour*	*205*		
Class "B" Asphalt Concrete	*Ton*	*12,260*		
Asphalt In Tack Coat	*Ton*	*31*		

Erikson-Creedican-Keyzers

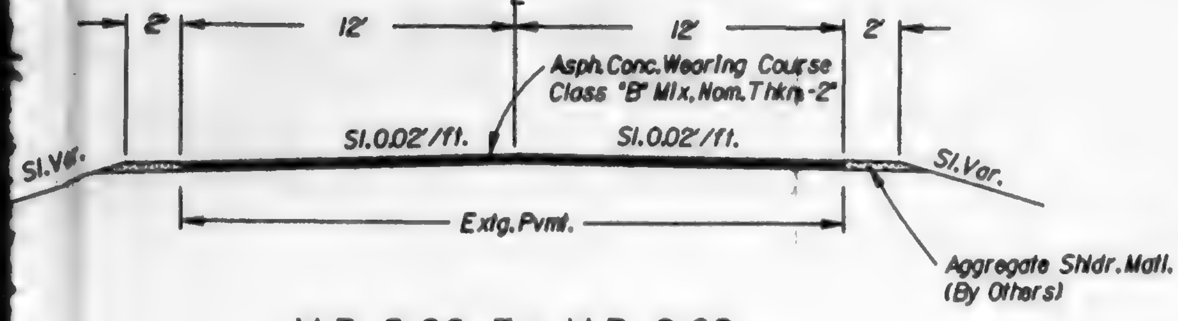
T Y



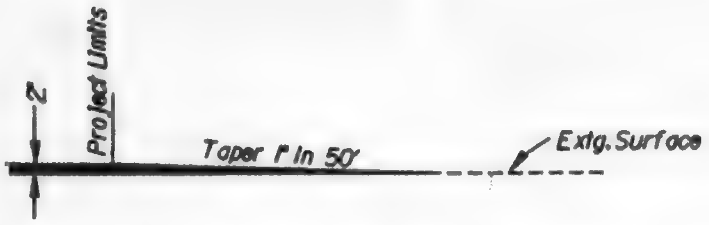
NOTE:

TYPICAL SECTIONS

YL. AVENUE - STURGEON ROAD SEC. REDMOND - BEND HIGHWAY DESCHUTES COUNTY				SHEET No. 2
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
10	OREGON			See Index


2'
12'
℄
12'
2'
Asph. Conc. Wearing Course
Class "B" Mix, Nom. Thkn. -2"
Sl. 0.02'/ft.
Sl. 0.02'/ft.
Sl. Var.
Sl. Var.
Extg. Pvmt.
Aggregate Shdr. Matl.
(By Others)

M.P. 2.06 To M.P. 9.69


2"
Project Limits
Taper 1" In 50'
Extg. Surface

METHOD OF FEATHERING AT PROJECT ENDS

NOTE:

At Road Approaches, Road Connection And Mailbox Service Turnouts
Taper Paving Thickness To Meet Existing Surface In 2 Feet.
Road Approaches -76 (Total)
Road Connections -24 (Total)
Mailbox Service Turnouts -27 (Total)

10,042

117 DOT Building
Salem, Oregon 97310

2-27-85

Attention: Right-of-Way Section

Subject: Federal Aid Project No. SR-B712(1)
Project Name Yew Avenue - Sturgeon Road - County Road 509- Deschutes County

Regarding the above referred to federal aid project, we hereby certify that to the best of our knowledge and belief:

A. Existing Right-of-Way

☒ 1. All construction can be accomplished completely within the existing right-of-way. This existing right-of-way was acquired prior to January 2, 1971.

B. New Right-of-Way

☐ 1. This project required additional right-of-way purchased after January 2, 1971. Right-of-way, easements, or rights-of-entry required for this project have been secured in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, and all incidental charges related to the transfer of property will be paid by the county in accordance with said Act.

☐ a. There has been no displacement of persons from residences, farms or businesses.

OR

☐ b. There has been displacement of persons from either residences, farms or businesses and in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals or families have been relocated to decent, safe and sanitary housing or have been offered decent, safe, sanitary and fair housing immediately available on the open market.

C. Utilities

☒ 1. The occupancy and/or adjustment of existing utilities within the right of-way of the above referred to federal aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Bend, Oregon, this 27th day of February, 1985

County of Deschutes

Certified By:

Regional Right-of-Way Supervisor
Date 3/4/85

County ~~Judge~~/Chairman

Lois Bristow Prante
Commissioner

Dick Maudlin
Commissioner

attest Susan Stoneman

Instructions: Complete A or B and C.
R/W File No. ______
Rev. 1/76

10,042

Con 2-84
Deschutes

nig

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1. FEDERAL-AID PROJECT NO. SR-B712(1)

2. STATE PROJECT NO. See below

2A. COUNTY NAME Deschutes

3. FROM
Dale E. Wilken, Division Administrator
FHWA Oregon Division
Salem, Oregon

4. PROGRAM NO.

5. ITEM NO. 50069

6. TO
Mr. H. S. Coulter, State Highway Engineer
Oregon State Highway Division, ODOT
Salem, Oregon

7. DATE AUTHORIZATION EFFECTIVE	8. FEDERAL ROUTE NUMBER	9. STATE ROUTE NUMBER
10-30-84	Secondary B712	County Road

10. GENERAL LOCATION:
YEW AVENUE - STURGEON ROAD SECTION overlay

11. GENERAL DESCRIPTION OF WORK
Preliminary Engineering

12. YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

☐ PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
* ☒ PRELIMINARY ENGINEERING FOR CONTRACT PLAN PREPARATION
☐ ACQUISITION OF RIGHT-OF-WAY
☐ CONSTRUCTION – ADVERTISE FOR RECEIPT OF BIDS
☐ CONSTRUCTION PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS
☐ OTHER *(Specify)*

* Including archeological salvage and utility preparatory work TEC $11,200; Federal Funds $9,872.

13. REMARKS

As requested by Mr. Potter's PEA dated October 19, 1984.

RECEIVED
STATE HWY ENGR
NOV 6 '84
REFER TO Potter
FOR

Info	Inves	R/D	D/R	Sign	Act	File

Orig. to
11/6

14. DATE 11/5/84

15. SIGNATURE OF APPROVING OFFICIAL

16. TITLE for Division Administrator

FORM PR-1240 (Rev. 12-79) PREVIOUS EDITIONS MAY BE USED

10,042

10-19-84

TO: Dale E. Wilken Division Administrator Federal Highway Administration Salem, Oregon 97301	OREGON DEPT. OF TRANSPORTATION-HIGHWAY DIVISION ADDENDUM TO LOCATION PROSPECTUS AND REQUEST FOR FEDERAL AID PRELIMINARY ENGINEERING AUTHORIZATION

PROJECT LOCATION	APPN CODE	ITEM NO.	PROJECT NO.	ROUTE NO.	
				FED. S	STATE
Co. Rd., 2.75 mi. NE Tumalo, NE 7.5 mi. "Yew Ave.-Sturgeon Rd. Sec."	079	50069	SR-B712(1)	B712	Co. Rd.

Access Control None Parking Restrictions None System Revision None

Airports (within 2 Mi.) None ROW 60'

Water Development None Recreation & Historical Areas None

County Deschutes Code 017 Imp. Code 06 FY '82

A-95 Review:

State Cl. Ho. .... Exempt X Date Approved ______

Dist. 10 Cl. Ho. ..... Exempt X Date Approved ______ No Reply ___

Project Environmental Class: FHWA Concurrence Dated 2-25-80 (Statewide)

1-EIS ___ 2-Categorical Exclusion X 3-Draft Assessment & FONSI ___

Notes: (1) Project in Congressional District 2 .

(2) Included in FY '85 AP in 6 Yr HIP Status Report Exhibit "B".

(3) 3R type project.

I request authorization to proceed with the PRELIMINARY ENGINEERING work checked below:

X All Phases
___ All Phases thru Final Envir. Document
  X Incl. Archeological Salvage
  X " Util. Preparatory Work
  ___ " R.R. Preparatory Work

Est. Proj. Cost:

	TEC NTE	$ 11,200
(88.15%)	FF	$ 9,872
	STATE	$ 664
	County	$ 664

For PR-37:

Field Phase	$
PS&E Phase	$

REMARKS: Attached are Parts 1, 2 & 4 of the Project Prospectus and Project Map.

DDB:pf Key No. 02565

DATE	SIGNATURE OF REQUESTING OFFICIAL	TITLE
10-19-84	ORIGINAL SIGNED BY GARY A. POTTER Gary A. Potter	Manager, Program Section

10,042 9-84

Yew Ave. - Sturgeon Rd.

LOCATION NARRATIVE

SECTION: Yew Ave. - Sturgeon Rd.
HIGHWAY: The Old Bend - Redmond

COUNTY: Deschutes
PREFIX: 509-1937

GENERAL:
This is a overlay project for Deschutes County. The north end is located 2.06 miles south of Redmond on the old Redmond- Bend Highway. The north end is at M.P. 2.06 and is at the intersection of Yew Avenue. It runs in a southerly direction on the old Redmond-Bend Highway for 7.63 miles to Sturgeon Road. The work consists of overlaying the existing pavement with 2" of Class "B" Asphalt Concrete Mixture.
The existing roadway has an average width of 20 feet. The county has a current contract with a local contractor to widen the pavement to 24 feet. This contract will be completed by the end of May, 1985. Therefore this contract should not be let prior to the June, 1985 letting.

ALIGNMENT:
There will be no alignment changes required to complete the project.

TYPICAL SECTION:
The typical section calls for 2" of Class "B" Asphalt Concrete to be placed over a 24 ft. wide roadway.

EARTHWORK:
No earthwork is involved in this project.

DRAINAGE:
There will be no drainage problems created by this road work.

GUARDRAIL AND DELINEATORS:
No guardrail or delineator work is needed.

MATERIAL SOURCE:
There are commercial sources available in Tumalo,Redmond, and Bend.

TRAFFIC CONTROL:
Traffic control measures using signs and flaggers will be required. There are 22 county road connections within the limits of this project. This would require approximately 600 sq. ft. of temporary signing to do the signing. The signing could be reduced to approximately 222 sq.ft. if 4 sets of signs were made on moveable stands and were moved to these connections on the day that the paving would be in that area.

UTILITIES:
There are no utility conflicts.

MAILBOX TURNOUTS:
There are 27 mailbox turnouts and will the same typical as the road approaches. No separate or additional payment will be made for this work.

ROAD APPROACHES:
There are 74 private road approaches and 22 county road connections on this project. The road approaches and county road connections will be tapered to the existing approach surfacing within 2 feet of the edge of the shoulder pavement. No separate or additional payment will be made for this work.

RIGHT-OF-WAY:
There will be no conflicts with right-of-way.

SPECIAL PROVISIONS:
404.43 Taper Pavement at Approaches and Connections:
On this project, the contractor shall taper the pavement at approaches and road connections to match the existing surfacing within a two foot distance from the edge of the shoulder pavement. No separate or additional payment will be made for this work.

SUMMARY:
The estimated construction cost is $409,377.00 or $53,654 per mile. This is $17,377.00 over the estimated cost of the project.

Wayne Coder

Wayne Coder
Asst. Project Manager
P.O. Box 5309
Bend, Or. 97708

SUMMARY--BID SCHEDULE--COST ESTIMATE

OREGON STATE HIGHWAY DIVISION

SECTION Yew Avenue - Sturgeon Road		COUNTY Deschutes		SHEET 1 OF 1
KIND OF WORK Overlay	KEY NUMBER	LENGTH 7.63mi	DATE 12/14/84	NAME Wayne Coder

NO.	ITEM	CODE	UNIT	QUANT.	UNIT COST	TOTAL
1	Mobilization		Lump Sum	All		$ 24,185
2	Temporary Protection & Protection of Traffic		Lump Sum	All		9,070
3	Temporary Signs		Sq. Ft.	222	$ 6.00	1,332
4	Flaggers		Hour	250	17.00	4,250
5	Class "B" Asphalt Concrete Mixture		Ton	12,150	13.00	157,950
6	Asphalt Cement in Mixture		Ton	780	180.00	140,400
7	Asphalt in Tack Coat		Ton	17.6	225.00	3,960
	TOTAL					$341,147
	Engineering & Contingencies 20%					68,230
	TOTAL ESTIMATED PROJECT COST					$409,377

734-1736 (REV. 2-84)

10-10-12

Con 21-85
Deschutes

September 18, 1984

Deschutes County Board of Commissioners
Courthouse
Bend, OR 97701

AGR 4-2

Attention: Mary Sue Penhollow
County Clerk

MISC. CONTRACTS and
AGREEMENTS No. [illegible]

Gentlemen or Ladies:

Attached for your files is a fully executed copy of each of the following agreements:

✱ For overlay of the Yew Avenue-Sturgeon Road Section of the Redmond-Bend Highway.

For overlay of the Cline Falls-Newcomb Road Section of the Cline Falls Highway.

We are retaining a fully executed copy of each of these agreements for the Transportation Commission's files.

Sincerely,

Robert W. Gormsen
COMMISSION SERVICES

kjm
Attachments

bc: Gary Potter (agree. att.)

STATE OF OREGON
HIGHWAY DIVISION

INTEROFFICE MEMO
PRO

TO: ✓H.S. Coulter
State Highway Engineer

DATE: August 6, 1984

FROM: Gary A. Potter, Manager GAP
Program Section

SUBJECT: Yew Avenue - Sturgeon Road
Redmond-Bend Highway FAS-B712
Deschutes County
FAS-C Funding

Deschutes County has requested a project to overlay a deteriorating 7.5 mile section of the Remond-Bend Highway (FAS-B712). The proposed project will overlay the existing highway with 3 inches of asphaltic concrete. No right-of-way will be required. Preliminary and construction engineering will be provided by the State. The project location as as shown on the attached map.

Jurisdiction	Section	Total Funds	Federal Funds	State Funds	Local Funds
Deschutes	Yew Ave.-Sturgeon Road Redmond-Bend Highway	$402,000	$354,400	$23,800	$23,800

Region 4 and this office have investigated this proposed project, confirming its validity and financing and request you authorize this project under delegated authority.

Approved By

H S Coulter
State Highway Engineer

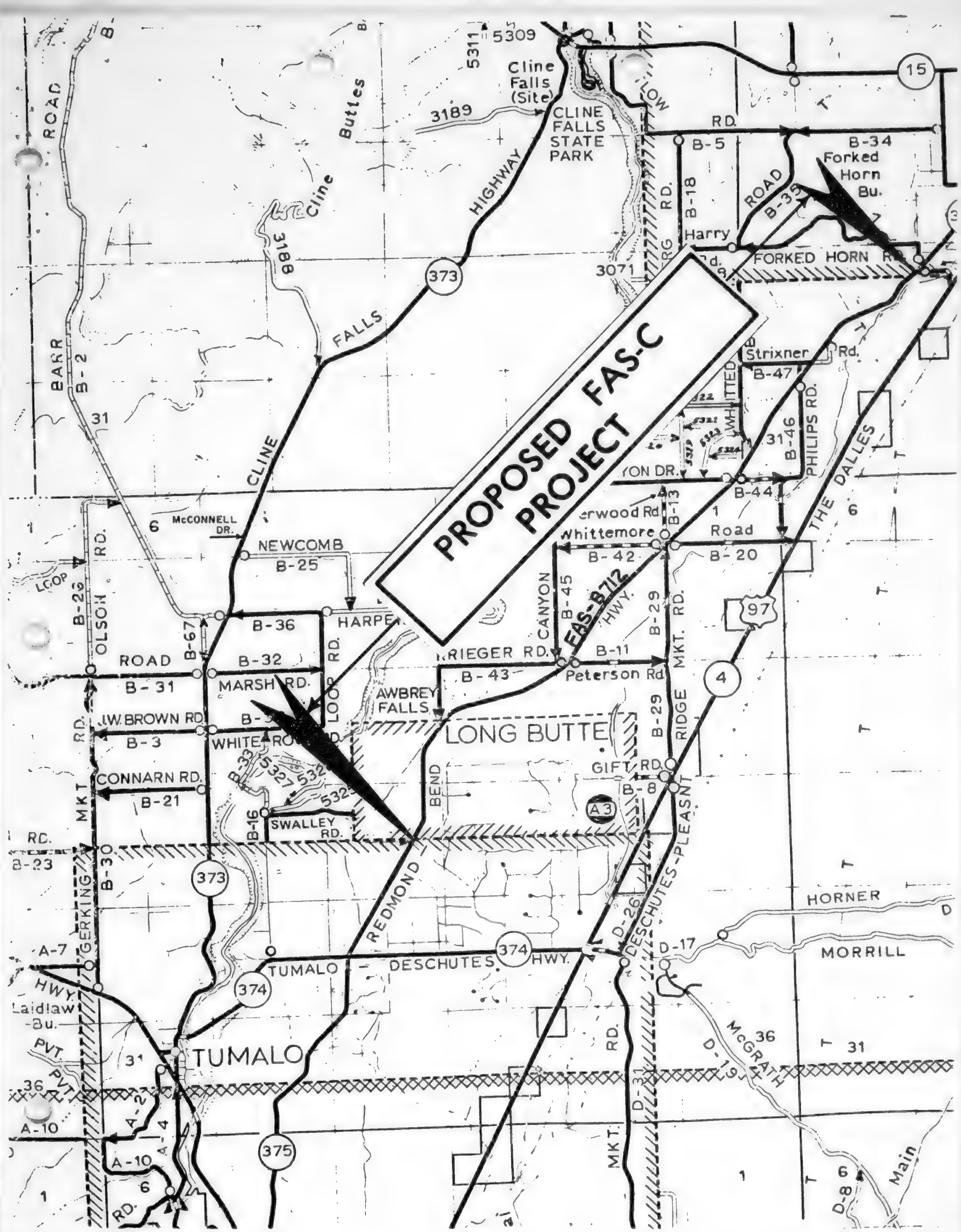
Date 8/8/84

MKS:me
Attachment

orig Gorman
cys Potter
acctg
File
8-8

RECEIVED
STATE HWY ENGR
AUG 7 '84
REFER TO
FOR
Info Inves R/D D/R Sign Act File

81-125-1307


PROPOSED FAS-C PROJECT
5309
5311
Cline Falls (Site)
CLINE FALLS STATE PARK
3189
Cline Buttes
3188
CLINE FALLS HIGHWAY
373
BARR ROAD
B-2
31
15
RD.
B-5
B-18
B-34
Forked Horn Bu.
ROAD
B-35
Harry Rd.
FORKED HORN RD.
3071
Strixner Rd.
B-47
WHITTED
PHILIPS RD.
B-46
31
CANYON DR.
B-44
THE DALLES
6
Whittemore Road
B-13
B-20
B-42
B-45
CANYON
EAS-B712 HWY.
B-29
MKT. RD.
97
McCONNELL DR.
6
1
NEWCOMB
B-25
LOOP
B-26
OLSON RD.
B-67
B-36
HARPER
ROAD
B-32
LOOP RD.
B-31
MARSH RD.
KRIEGER RD.
B-11
B-43
Peterson Rd.
4
RIDGE
AWBREY FALLS
J.W. BROWN RD.
B-3
WHITE ROCK RD.
LONG BUTTE
CONNARN RD.
B-21
B-33
5327
B-16
SWALLEY RD.
BEND
GIFT RD.
B-8
A3
DESCHUTES-PLEASNT
MKT.
RD.
B-23
B-30
GERKING
REDMOND
HORNER
D-26
D-17
MORRILL
A-7
HWY.
TUMALO DESCHUTES HWY.
374
Laidlaw Bu.
TUMALO
PVT.
31
36
McGRATH
D-19
A-2
A-4
A-10
D-31
375
MKT.
1
6
D-8
Main
RD.

10.042

Highway Division PRO-AGR

H.S. Coulter
State Highway Engineer

September 13, 1984

Gary A. Potter, Manager
Program Section

Local Agency Agreement #8228
Federal Aid Secondary Project
Yew Avenue-Sturgeon Rd. Sec.
Redmond-Reno Highway
Deschutes County

Attached for your approval are three properly executed copies of a Local Agency Agreement for road overlay work in Deschutes County. You approved this project on August 8, 1984, under delegated authority from the Oregon Transportation Commission.

I recommend approval.

EDM:bkb
Attachments
cc: John Hagedorn, Region 4

10,9[illegible]

~~B-712~~ *

PROJEC PROSPECTUS
PART 4 — SURVEY AUTHORITY

Deschutes Co.

SEE INSTRUCTIONS ON REVERSE

SECTION Yew Avenue--Sturgeon Road	KEY ID# 02565 CON 21-8 REGION 4

CR 504 SURVEY AUTHORITY	AUTHORIZATION NO. 1	PREFIX 509-1937	DATE 9-5-84

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$	$ 1,000	915 AUDITS	$	$	933 SURFACE DESIGN	$	$ 3,000
902 CITIZEN'S INVOLVEMENT			916 PHOTOGRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION		800	935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN		4,000	920 PROGRAM MANAGEMENT		200	937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS		1,500	938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN SERVICES			949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST		200	924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION		300	925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES		200			
						TOTALS	$	$ 11,200
RIGHT-OF-WAY PREFIX						PREVIOUS AUTHORIZATION		$
FEDERAL AID PROJECT NUMBER SR-B712(1)						ADD. AUTH. REQUIRED		$

LOCATION ENGINEER'S REMARKS

1 Versteeg ✓
Anderson
Adams
Mucnab
3 Edwards ✓
Terpin
3 Trout
Wakerlig

RECEIVED
NOV 13 1984
ROAD DESIGN SECTION

Do Not File ☐
Return To
Bring Up ..../..../....
Action

PREPARED BY R Hayden	DATE 7/6/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X Richard E. Edwards	DATE 9/13/84
RECOMMENDED, REGION ENGINEER X R Hayden for D.D. Allen	DATE 7/30/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X J H Versteeg for	DATE 9-12-84
RECOMMENDED, LOCATION ENGINEER X	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE 10/30/84	

734-1914 (7-82)

PROJECT PROSPECTUS
PART 1 - PROJECT REQUEST

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02565

SECTION Yew Avenue--Sturgeon Road				REGION 4
STATE HIGHWAY # ~~509~~	HIGHWAY NAME Redmond--Bend Highway		MILE POST FROM TO	LENGTH 7.5 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Deschutes	ROAD/STREET NAME	
ROUTE #	FEDERAL AID # B-712 [illegible]	APPLICANT (IF OTHER THAN STATE) Deschutes County		

COST ESTIMATES (000's)			PROJECT DATA			RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 10.	GRADING	(✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING	(✓)	X	ACRES (#)	0
ROADWAY	$ 318.		STRUCTURES	(✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING	(✓)		WORK BY STATE/CONSULTANT/APPLICANT	
SIGNALS	$		SIGNALS	(✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION	(✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 9.					RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS	(1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 65.		DESIGN CATEGORY	(1-7)	6	CONSTRUCTION BY	
TOTAL CONSTRUCTION		$ 392.	WORK TYPE	(1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 402.					

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/86	RECOMMENDED FUNDING SOURCE FAS-C	RECOMMENDED PROGRAM YEAR 1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	2,000	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

Existing oil mat is becoming very dry and will soon start breaking up. General shape is still fairly good for roadbed of this vintage. Needs to be preserved before worsening.

PROPOSED SOLUTION

Overlay with ~~3~~ 2 inches of A.C.

REQUESTED, REGION ENGINEER X J.K. Hazelbaker for: D.D. Aiken	DATE 7/20/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

PROJECT PROSPECTUS

PART 1 — PROJECT REQUEST (Cont.)

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02565

SECTION Yew Ave--Sturgeon Road

REGION 4

PROJECT JUSTIFICATION

A Deschutes County option for use of FAS-C funds.

ADMINISTRATION RECOMMENDATION

PROJECT PROSPECTUS
PART 2 — PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02565

SECTION Yew Avenue--Sturgeon Road

REGION 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS			
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N
HYDRAULIC STUDY	N	RR ENCROACHMENT	N	▨		SIGNALS	N	OLD (#)		NEW (#)	

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

UTILITIES N (LIST BELOW)

COMPANIES

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1-3			12	×	12			1-3				
				1-3			12		12			1-3				
PROPOSED																

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Asph. Conc.		2"			

STRUCTURE DATA

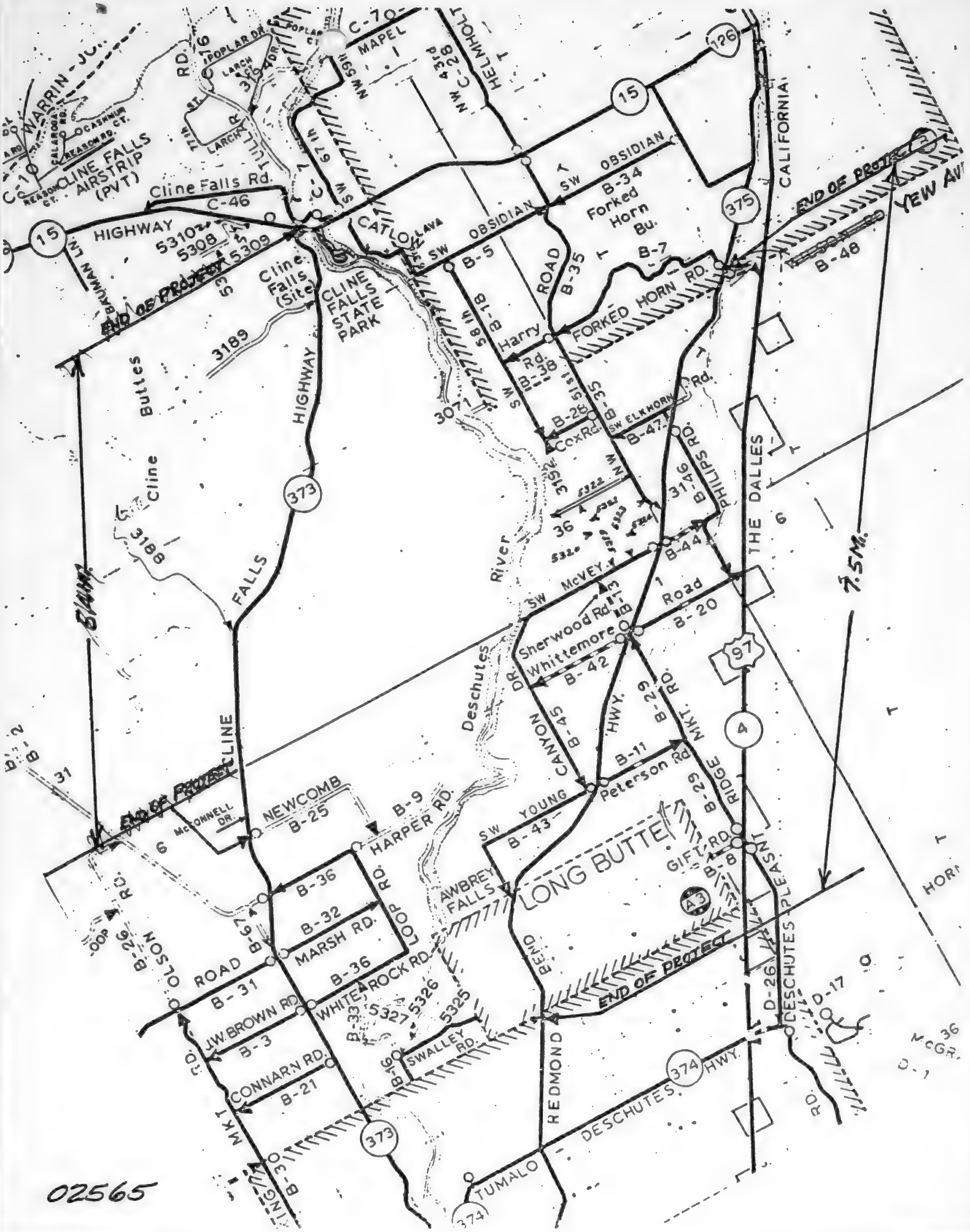
STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

APPROVED

Location Engineer

Date 2/6/84

734-1912 (7-82)


WARRIN JU.
CLINE FALLS AIRSTRIP (PVT)
REASON RD. CT.
OCASHMUR
C-1
Cline Falls Rd.
C-46
C-7
MAPEL
NW 59th
NW 43rd C-28
HELMHOLT
POPLAR DR.
LARCH
TULLER
RD. 16
67th
C-7
15
126
HIGHWAY
15
5310
5308
5309
BAUMAN LN.
END OF PROJECT
CATLOW
LAVA
SW OBSIDIAN
SW OBSIDIAN
B-34
Forked Horn Bu.
ROAD
B-35
B-7
375
CALIFORNIA
END OF PROJECT
YEW AV.
B-48
B-5
58th
B-18
Cline Falls (Site)
CLINE FALLS STATE PARK
3189
Butte
Cline
3188
Harry Rd.
B-38
FORKED HORN RD.
3071
Cox Rd.
B-28
51st
B-35
SW ELKHORN Rd.
B-47
PHILIPS RD.
B-46
31
3192
5322
36
5320
HIGHWAY
373
FALLS
CLINE
Deschutes River
SW McVEY
B-44
B-13
Road
B-20
Sherwood Rd.
Whittemore
B-42
DR.
CANYON
B-45
HWY.
B-29
MKT. RD.
THE DALLES
6
97
4
7.5M.
8 MI.
B-11
Peterson Rd.
SW YOUNG
B-43
LONG BUTTE
B-29
RIDGE
GIFT RD.
B-8
PLEASANT
43
HORN
B-2
31
END OF PROJECT
McCONNELL DR.
NEWCOMB
B-25
B-9
HARPER RD.
6
B-36
B-32
MARSH RD.
LOOP RD.
B-67
AWBREY FALLS
BEND
OLSON RD.
B-26
LOOP
ROAD
B-31
J.W. BROWN RD.
B-36
WHITE ROCK RD.
B-33
5327
5326
5325
END OF PROJECT
REDMOND
D-26
DESCHUTES
D-17
36
McGR.
D-1
B-3
CONNARN RD.
B-21
MKT RD.
B-16
SWALLEY RD.
374
HWY.
DESCHUTES
RD.
373
B-3
TUMALO
374

02565

10,042

OREGON DEPARTMENT OF TRANSPORTATION

PROJECT PROSPECTUS
PART 1 – PROJECT REQUEST

7-20-84

SEE INSTRUCTIONS ON REVERSE

SECTION Yew Avenue--Sturgeon Road				KEY ID # 02565 REGION 4
STATE HIGHWAY # 509	HIGHWAY NAME Redmond--Bend Highway		MILE POST FROM TO	LENGTH 7.5 mi.
☐ URBAN ☒ RURAL	CITY	COUNTY Deschutes	ROAD/STREET NAME	
ROUTE #	FEDERAL AID # B-712 FAS	APPLICANT (IF OTHER THAN STATE) Deschutes County		

COST ESTIMATES (000's)			PROJECT DATA		RIGHT OF WAY	
PRELIMINARY ENGINEERING		$ 10.	GRADING (✓)		FILES (#)	0
RIGHT OF WAY		$	PAVING (✓)	X	ACRES (#)	0
ROADWAY	$ 318.		STRUCTURES (✓)		RELOCATIONS (#)	0
STRUCTURES	$		SIGNING (✓)		**WORK BY STATE/CONSULTANT/APPLICANT**	
SIGNALS	$		SIGNALS (✓)		PRELIMINARY ENGINEERING (S,C,A)	S
ILLUMINATION	$		ILLUMINATION (✓)		CONSTRUCTION ENGINEERING (S,C,A)	S
TEMPORARY PROTECTION	$ 9.				RIGHT OF WAY DESCRIPTIONS (S,C,A)	N/A
	$		ENVIRONMENTAL CLASS (1,2,3)	2	RIGHT OF WAY ACQUISITIONS (S,C,A)	N/A
40% ENGINEERING & CONTINGENCIES	$ 65.		DESIGN CATEGORY (1-7)	6	**CONSTRUCTION BY**	
TOTAL CONSTRUCTION		$ 392.	WORK TYPE (1-12)	4	☒ CONTRACT ☐ STATE FORCE ☐ CITY FORCE ☐ COUNTY FORCE	☐ OTHER
TOTAL ESTIMATE		$ 402.				

FINANCING/ PROGRAMMING	RECOMMENDED LETTING DATE (QUARTER/YEAR) 1/86	RECOMMENDED FUNDING SOURCE FAS-C	RECOMMENDED PROGRAM YEAR 1986

RECOMMENDED PROGRAM REVISIONS

☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $
☐ POSTPONE ☐ CANCEL	SECTION	FUNDS	CUR. YR.	ESTIMATE (000's) $

ITEM	EXISTING	PROPOSED
TRAVEL LANES (#)	2	2
STRUCTURES (#)		
SIGNALS (#)		
BIKE PATH (Y/N)	N	N
AVERAGE DAILY TRAFFIC	2,000	
YEAR OF AVERAGE DAILY TRAFFIC	1980	

DEFINE THE PROBLEM

Existing oil mat is becoming very dry and will soon start breaking up. General shape is still fairly good for roadbed of this vintage. Needs to be preserved before worsening.

PROPOSED SOLUTION

Overlay with 3 inches of A.C.

REQUESTED, REGION ENGINEER X J.K. Hagedorn for: D.D. Aikan	DATE 7/20/84			
APPROVED, ASST. HWY. ENG. FOR OPERATIONS X	DATE			
APPROVED, ASST. HWY. ENG. FOR ADMINISTRATION X	DATE	TRANSP. COMM. APPROVAL DATE	PROGRAM YEAR	FUNDING

734-1911 (7-82)

GENERAL INSTRUCTIONS

Use this Project Request form for all projects to be added to the Highway Improvement Program or to request significant changes to a project already in the program.

Submit one copy to Program Management.

Program Management will:

1. Circulate the request through the appropriate offices.
2. Confirm financing availability.
3. Forward the request through the Administration for approval.
4. Advise involved Region and Section Engineers of approval or denial of request.
5. Maintain the project file and advise when the remainder of the Project Prospectus should be submitted to initiate the project to meet the approved program year.

SPECIAL INSTRUCTIONS

The **KEY ID #** will be filled in by Program Management upon project approval.

SECTION, REGION, STATE HIGHWAY #, MILEPOST, LENGTH, CITY and **COUNTY** are self-explanatory. **URBAN/RURAL** refers to the project locale. Is it more urban- or rural-like? Put the local name for the facility, if any, in the **ROAD/STREET** space. **ROUTE #** refers to the tourist route(s). If more than one, list in this order: Interstate, US, State, County, Forest. The **FEDERAL AID #** is the federal route number which is found on straightline charts, urban area maps, etc. preceded by FAU, FAP, FAS or FAI, whichever is appropriate. If this is not a state project, show the requesting party or jurisdiction in the **APPLICANT** space.

COST ESTIMATES — These estimates should be windshield or reconnaissance type planning estimates. Use 40% for **ENGINEERING AND CONTINGENCIES.**

PROJECT DATA — Check each of the items that will be included in the requested project. Fill in the anticipated **ENVIRONMENTAL CLASS**, the **DESIGN CATEGORY** and the **WORK TYPE.**

RIGHT OF WAY — Fill in the estimated numbers of **FILES, ACRES** and **RELOCATIONS** that may be required.

WORK BY and **CONSTRUCTION BY** are self-explanatory.

FINANCING/PROGRAMMING — Show the **RECOMMENDED FUNDING** source and **RECOMMENDED PROGRAM YEAR**. Identify the **SECTION(S)** to be **POSTPONED** or **CANCELLED** if necessary to obtain funds.

EXISTING & PROPOSED Items — Show the number of existing and proposed **TRAVEL LANES, STRUCTURES** and **SIGNALS**, whether or not **BIKE PATHS** are existing or proposed and the present **AVERAGE DAILY TRAFFIC** (ADT) and the Projected ADT.

DEFINE THE PROBLEM — Describe in detail the facility and its history. Information should be given other than that now available in regular statistical publications. Particularly express local feelings and region knowledge needs, trends, access problems, or reference to possible congestion, etc.

PROPOSED SOLUTION — Describe solution in terms of major or minor; i.e., realignment, lane widening, shoulders, right-of-way, pavement, etc. Exact dimensions are not required.

PROJECT PROSPECTUS
PART [illegible] PROJECT DETAILS
NOTE: ATTACH DESCRIPTION AND SKETCH MAP

SEE INSTRUCTIONS ON REVERSE

KEY ID # 02565

SECTION Yew Avenue--Sturgeon Road

REGION 4

ENTER: S—STATE C—CONSULTANT A—APPLICANT
E—EXISTING N—NO

						PERMITS AND DOCUMENTS					
A—95	S	SIGNS (PERMANENT)	A	STORM SEWER	N	AIRPORT CLEARANCE	N	WETLANDS	N		
CITIZEN'S ADVISORY COMM.	N	STRIPING (PERMANENT)	A	LANDSCAPING	N	CONDITIONAL USE	N	SENSITIVE LAND	N		
PHOTOGRAMMETRY	N	PROJECT SIGNING	S	IRRIGATION	N	FLOOD PLAIN	N	CULTURAL RESOURCE	N		
RECONNAISSANCE SURVEY	N	DETOUR	N	BORROW SOURCE	N	CORPS OF ENGINEERS	N	DEQ INDIRECT SOURCE	N		
PUBLIC HEARING	N	ILLUMINATION	N	MATERIAL SOURCE	N	COAST GUARD	N	DEQ NON-POINT SOURCE WATER	N		
FIELD SURVEY	S	RR CROSSING	N	DISPOSAL SITE	N	STATE LANDS	N	SECTION 106	N		
VICINITY MAP	N	RR PROTECTION	N	LOCAL AGREEMENT	S	GEOLOGY AND MINERALS	N	NOISE STUDY	N		
SOILS INVESTIGATION	S	RR SEPARATION	N	NAVIGABLE STREAM	N	BUILDING	N	SECTION 4(F)	N		
HYDRAULIC STUDY	N	RR ENCROACHMENT	N			SIGNALS	N	OLD (#)		NEW (#)	

UTILITIES N (LIST BELOW)

COMPANIES

RIGHT-OF-WAY			
ACQUISITIONS		RELOCATIONS	
SIMPLE (#)	COMPLEX (#)	BUSINESS (#)	RESIDENTIAL (#)
0	0	0	0

RIGHT-OF-WAY LIAISON	N	EASEMENTS (#)	0	ACCESS CONTROL (Y/N)	N

DESIGN SPEED 55

DESIGN STANDARDS AASHTO

TYPICAL SECTION

BIKE PATH	SIDE-WALK	CURB TYPE	PARKING	SHOULDER	LANE 3	LANE 2	LANE 1	MEDIAN	LANE 1	LANE 2	LANE 3	SHOULDER	PARKING	CURB TYPE	SIDE-WALK	BIKE PATH
EXISTING																
				1-3			12		12			1-3				
				1-3			12		12			1-3				

PROPOSED

SUGGESTED BASE DESIGN

ITEM	NEW WORK	OVER EXISTING	ITEM	NEW WORK	OVER EXISTING
Asph. Conc.		2"			

STRUCTURE DATA

STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST	STRUCTURE	LENGTH (FT.)	WIDTH (FT.)	COST
BRIDGE 1				BRIDGE 5			
BRIDGE 2				BRIDGE 6			
BRIDGE 3				BRIDGE 7			
BRIDGE 4				BRIDGE 8			

10,042 7-20-84

PROJECT PROSPECTUS
PART 4 — SURVEY AUTHORITY

Deschutes Co.

SEE INSTRUCTIONS ON REVERSE

KEY ID# 02565

SECTION Yew Avenue--Sturgeon Road

REGION 4

GRo 504 SURVEY AUTHORITY

AUTHORIZATION NO. 1

PREFIX

DATE

ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION	ITEM	ESTIMATED COST	CURRENT AUTHORIZATION
901 PROJECT MANAGER	$ 1,000.	$	915 AUDITS	$	$	933 SURFACE DESIGN	$ 3,000	$
902 CITIZEN'S INVOLVEMENT			916 PHOTO-GRAMMETRY			934 GEOLOGY		
903 LOCAL GOVERNMENT			918 LOCATION	800		935 SOILS		
904 CONSULTANT			919 ENGINEERING GRAPHICS			936 REGION TRAFFIC		
905 FINAL DESIGN	4000		920 PROGRAM MANAGEMENT	200		937 HYDRAULICS		
906 BRIDGE DESIGN			921 SPECIFICATIONS	1,500		938 REGION ENVIRONMENT		
907 PRELIMINARY DESIGN			922 ADMIN. SERVICES	200		949 URBAN STUDIES		
909 RIGHT-OF-WAY DESCRIPTION			923 ENVIRONMENTAL SECTION			950 TRAINING		
910 REGION GEOLOGIST	200.		924 D.O.T.			955 R/W RELOC. ASSISTANCE		
911 TRAFFIC SECTION	200		925 AIR MONITORING			960 PERSONAL LEAVE		
912 LANDSCAPE			926 FOUNDATION			980 PUBLIC HEARING		
913 RIGHT-OF-WAY LIAISON			927 FREE BRIDGE DESIGN					
914 REGION UTILITY LIAISON			932 RAILROAD & UTILITIES	100				

TOTALS	$ 11,200	$
PREVIOUS AUTHORIZATION		$
ADD. AUTH. REQUIRED		$

RIGHT-OF-WAY PREFIX

FEDERAL AID PROJECT NUMBER

LOCATION ENGINEER'S REMARKS

8-28-84
ch.

PREPARED BY Haydon	DATE 7/6/84	APPROVED, ASST. HIGHWAY ENGINEER FOR OPERATIONS X	DATE
RECOMMENDED, REGION ENGINEER X Haydon for: D.D. Allen	DATE 7/20/84	APPROVED, ASST. HIGHWAY ENGINEER FOR TECH. SERVICES X	DATE
RECOMMENDED, LOCATION ENGINEER	DATE	FEDERAL HIGHWAY ADMINISTRATION APPROVAL DATE	

10,042

FEDERAL AID PROJECT REQUEST

REVIEWED
LEGAL COUNSEL

Date: 7-18-84

Applicant Agency Deschutes County

Request for: Off System _____, FAS-C X, FAUS _____, Project

Federal Aid Route No. B-712 Route Name Redmond--Bend Highway

Project Length 7.5 miles Project Location (attach sketch map)

Project Description Overlay the existing 24 ft. wide surface with 2 inches of A.C.

Average Daily Traffic 2,000 Design Speed 55

Complete Applicable Sections:

1. ROADWAY DATA

1. Existing Roadway: (Attach sketch)

   Width 24'-26' Travel Lanes 2--12 feet Shoulders 1' to 3' gravel

   Medians No Parking No

   Sidewalks No

   Remarks

2. Desired Roadway Cross Section: (Attach sketch) Same as above

   Width _____ Travel Lanes _____ Shoulders _____

   Medians _____ Parking _____

   Curbed _____ Length Curb Radii _____

   Sidewalk/Bikeway _____

   Remarks

II. RIGHT-OF-WAY DATA

1. Existing Right-of-Way:

   General Width 60 Minimum 60 Maximum 60

2. Has right-of-way been acquired for this project subsequent to January 2, 1971?

   Yes _____ No X

3. Will additional right-of-way be needed? Yes _____ No X

   If answer is "yes," will cost of right-of-way be subject to Federal reimbursement? Yes _____ No _____

   Remarks

02565

III. TRAFFIC CONTROL DATA

1. Existing Signalization and Location:
NONE

2. Proposed Signalization:
Location NONE
Type
Phases
Type of Suspension
Interconnected
Remarks

3. Permanent Signing:
Include in project or by applicant? Applicant

4. Permanent Striping:
Include in project or by applicant? Applicant

IV. ILLUMINATION DATA

1. Existing Illumination and Location:
NONE

2. Proposed Illumination:
Location NONE
Type
Remarks

V. STRUCTURE DATA

1. Existing Structure:
Location
Type
Approach Roadway Width Shoulder Width
Length Width
To remain in place?

2. Proposed Structure:

Location ______________________________

Approximate Size: Length __________ Width __________

Are sidewalk/bikeways desired? __________

Are any utilities to be attached to structure? __________

Are provisions for illumination desired? __________

Are there any unusual or complicating conditions? __________

Remarks __________

VI. RAILROAD DATA

1. Are there any railroad crossings? Yes __________ No X

Name of Railroad __________

Existing Crossing Protection __________

2. Will existing railroad crossing be altered? __________

Remarks __________

VII. ACTION PLAN REQUIREMENTS

During project development for Category 1, 2, and 3 projects, the city or county shall perform and document responsibilities as found indexed in the Oregon Action Plan, particularly Citizen Involvement and Participation; Environmental Aspects; and Public Hearing Requirements.

The OSHD Region Engineer will provide assistance, liaison and monitoring for these activities.

Responsible local office and party to be contacted for the following activities:

1. Citizen Involvement __________ Office
2. Environmental __________ Office
3. Public Hearing __________ Office

Remarks __________

02565

VIII. GENERAL INFORMATION

1. Project preliminary engineering to be performed by:

Applicant________ State X Consultant________

2. Project construction engineering to be performed by:

Applicant________ State X Consultant________

3. Will applicant perform any work prior to or after award of contract?

Yes X No________

If "yes" describe briefly: County forces will repair failed areas and revelled pavement edges prior to contract, and trim gravel shoulders after contract completion.

4. Applicant's estimate of cost for requested project:

Roadway work	$ 297,000.
Structures	
Guardrail	
R/W Costs (if participating)	
Railroad	
Illumination	
Other________	
Mobilization and traffic control	30,000.
Construction engineering and contingencies	65,000.
Preliminary engineering	10,000.
PROJECT TOTAL	$ 402,000.

Remarks Deschutes County requests that this project and the overlay project on B-710 be let as one project.

THIS APPLICATION IS AN OFFICIAL REQUEST FROM:

CITY OF________ and/or Deschutes COUNTY

BY:________ BY: Albert A. Young 7/18/84

BY:________ BY: Lois Bristow Prante

BY:________

Attest:
Annette Pearson
Recording Secretary

10,042

DESCHUTES COUNTY

DEPARTMENT OF PUBLIC WORKS
61150 SE 27TH STREET
BEND, OR 97702

General Services 388-6581
Engineering 388-6591

July 9, 1984

Mr. John Hagedorn, Region Federal Aid Specialist
Department of Transportation
Highway Division, Region 4
PO Box 5309
Bend, OR 97708

RE: Project Requests FAS-C Overlays

Dear John:

This correspondence is pursuant to your letter of July 5, 1984 and subsequent meeting at our office this date, regarding FAS-C overlay projects on the Old Redmond-Bend and Cline Falls Highways.

As requested, this letter will also serve as an official request by Deschutes County for a maximum three (3) year advance in FAS-C funding. As you stated, this would provide ample funds for this project.

We also concur with your proposal to request that both sections be included in one project, and a letting date of July 1985 is planned.

Thank you for your time and consideration in this matter. If we may be of further assistance to you please feel free to contact this office.

Sincerely,

Neil K. Hudson
Director of Public Works

NKH:CP:dd

PROGRAM SECTION

JUL 24 '84

[illegible]
Resource Unit
Project Unit
Program Unit
[illegible]
[illegible] BY/AD [illegible]
Act Disc Info File

02565

1985 Lyle Gap-Madras Sec, The Dalles-California Hwy. (pavement sealing) 10,043

STATE OF OREGON
Highway Division - Maintenance Section

INTEROFFICE MEMO

TO: File

DATE: October 23, 1986

FROM: Steve Littrell
Project Coordinator S D Littrell

SUBJECT: Contracting Out Comparison Projects - Findings
Maintenance Activity 104, Oiling
State Forces: Moro-Grass Valley
Commission Contract: Lyle Gap - Madras

Oiling. Maintenance activity "oiling" consists of applying liquid asphalt and cover aggregate on bituminous (asphalt) roadway surfaces; (1) to seal cracks, (2) rejuvenate dry weathered areas, (3) prolong pavement life, and (4) retard surface deterioration.

According to maintenance performance standards, this work involves a crew of approximately 17 people. Eighteen pieces of equipment are generally used, including dump trucks, rollers, spreader, distributor, sweeper, transport and pickups/pilot car. Average daily production is about 6,500 - 13,000 gallons of liquid asphalt or emulsion and cover aggregate applied to the road surface. One lane at a time is spread (shot), aggregate covered, rolled, and broomed before traffic is allowed back on the surface.

Two projects were selected for comparison of work accomplished by state forces vs. work accomplished by private contracting companies. The two projects were selected due to their similarities in size and scope. The projects are nearly equal in all respects and are good examples for comparison study, such as this.

The contracted out project, Lyle Gap - Madras was a state preservation funded Commission Services contract. J.C. Compton Company, of McMinnville, was the successful bidder with experience at this type of work. Completion time was set for September 15, 1985. The project called for placing approximately 300 tons of asphalt emulsion and 2,200 cubic yards of aggregate on 11.25 centerline miles of The Dalles-California Highway between Lyle Gap and Madras. For comparison purposes, 198,600 square yards of roadway was covered at a total cost (labor, equipment, materials, inspection) of $134,302.82 for a cost per square yard of $0.68. When the state's overhead (preliminary engineering and government-wide overhead) is added to the total cost, the new actual cost is $141,963.18 for a revised cost per square yard of $0.72.

why different rates compared to M-G.V.

Too many questions

Report should summarize similarities explain & show or not effect of differences so clear, readable report leads to easy understanding of comparison.

RECEIVED
STATE HWY ENGR
OCT 23 '86
REFER TO
FOR
Inf Inv H/U D/R Sign Act File

81-125-1367

The State Forces portion of the comparison, Moro-Grass Valley, was an existing force order to seal and preserve a 1984 overlay. Maintenance crews from Condon, Moro, and Arlington were used to accomplish the work in August, 1985. The project called for placing approximately 320 tons of asphalt emulsion and 1,600 cubic yards of aggregate on 10.9 centerline miles of the Sherman Highway between Moro and Grass Valley. For comparison purposes, 213,700 square yards of roadway was covered at a total cost (labor, equipment, materials) of $119,800.00 for a cost per square yard of $0.56. When the state's overhead (unit overhead and government-wide overhead) is added to the total cost, the new actual cost is $125,944.10 for a revised cost per square yard of $0.59.

See X[illegible] [illegible] O[illegible]

[illegible] [illegible] carry [illegible] effect on cost

Findings: Maintenance Activity 104, Oiling
State: 59¢ per square yard
Contractor: 72¢ per square yard
(difference of 13¢ per square yard)

with above the contractors have too much [illegible] to leave differences unexplained.

NOTE: Supporting documentation attached:

Contract

Revised Cost Summary, 1 page
Cost Summary, 1 page
Memo to file P.E. & C.A. Costs, 1 page
Direct Labor & Overhead Rates, 3 pages
Narrative Report, 2 pages
Semi-final Estimate, 2 pages
Dale Allen memo, 2 pages
Steve Littrell memo, 3 pages

State Forces

Revised Cost Summary, 1 page
Cost Summary, 2 pages
DMS Percentage and Unit Overhead Factors, 2 pages
Direct Labor & Overhead Rates, 3 pages
Narrative Report, 2 pages
State Forces Order #5, 1 page
Dale Allen memo, 2 pages
Daily Extra Gang Reports, 7 pages
Steve Littrell memo, 2 pages

SL:clh

cc: Jack Kalinoski - AGC
Scott Benge - AGC
Don Adams
Jack Sullivan
John Sheldrake
Don Sledge
Roger Olsen

OILING: MAINTENANCE ACTIVITY 104

Contracting Out Comparison Project

Lyle Gap - Madras

COMMISSION CONTRACT

Total Square Yards 198,600

Total Semi-final Estimated Pay Costs		$134,302.82
1. Actual Labor, Equip. & Materials	$132,307.90	
2. Contract Admin. (Engineering Inspection) +	1,994.92	actual [illegible] 1.5%
	$134,302.82	

Initial Cost Per Square Yard $\frac{\$134,302.82}{198,600} = \$0.676$

Preliminary Engineering P.E. Using *5% on original cost estimate of $149,736 from original authorization total pay costs (semi-final estimate).	$ 7,486.80
Actual Pay Costs (Labor, Equip, Materials) from above	+ $132,307.90
Contract Admin. (Engineering Inspection) from above	+ 1,994.92
[3]Govm't Wide Overhead Factor (GWOF) .087 X 1,994.92 =	+ 173.56
	$141,963.18

1. Highway Accounting	.034
2. Legal Services	.004
3. Insurance	.009
4. Central Services	.040
	.087

Revised Cost Per Square Yard (Contract) $\frac{\$141,963.18}{198,600} = \$0.715$

---

*Estimated at 5% for "maintenance type" contracts.
(See attached memo to file P.E. & C.A. Costs 6-19-86)

[3] See attached (3) sheets Direct Labor and Overhead rates 4-15-86.

SL:nj
Rev. 7-14-86
Rev. 10-10-86
7 007

COST SUMMARY
(Excluding "States" Overhead)

CONTRACTING OUT COMPARISON PROJECT
Maintenance Activity 104

OILING - CONTRACTOR

Project: Lyle Gap - Madras C10043 - Jefferson Co.
District 10 Region 4 The Dalles-California Highway

Project Details:

Begin work: 8/15/85 End work: 8/19/85
Length: 11.25 centerline miles
Size: 198,600 square yards
Scope: Place 3/8"-#10 Polymer modified emulsion chip seal over existing highway in 2-12' travel lanes only. (State Preservation Funding.)

Materials: (Bid Items)

1. HFE 100S (Polymer modified emulsion)
Actual quantity used: 228.94 tons
Haul distance: 10 miles
Spread rate: 0.31 gal./sq.yd.
Invoice quantity: 228.94 tons
Bid price per ton: $285.00

2. 3/8"-#10 aggregate (hauling and placing)
Actual quantity used: 2562.50 cu.yds.
Haul distance: 5 miles
Spread rate: 25 lbs./sq.yd.
Truck ticket quantity: 2562.50 cu.yds.
Bid price per cu.yd.: $12.00

Need to standardize format to show comparison or discuss so evident same costs included.

3. Temporary protection and direction (includes temporary signs, flaggers, pilot car)

Temporary protection and direction	lump sum	$10,000.00
Temporary signs $4.00/sq.ft. (894 sq.ft)		3,576.00
Flaggers @ $1.00/hr (167.5 hrs)		167.50
Pilot car @ $29.00/hr (83.5 hrs)		2,566.50
		$16,310.00

how do we compare these to our activities?

4. Mobilization lump sum $20,000.00

COST BREAKDOWN

1.	Mobilization	$ 20,000.00
2.	Temporary protection & direction (sign, flaggers, pilot car)	16,310.00
3.	Asphalt Polymer modified emulsion	65,247.90
4.	3/8"-#10 aggregate hauling and placing	30,750.00
	Subtotal	$132,307.90
5.	Engineering (inspection)	1,994.92
	Total Semi-final Pay Costs	**$134,302.82**

SL:nj
10-21-86
9 042

STATE OF OREGON
Highway Division - Maintenance Section

INTEROFFICE MEMO

TO: File

DATE: June 19, 1986

SUBJECT: [redacted] Maintenance Management Percentages

Eighteen Districts of the Highway Division were asked two (2) questions:

1. Of your total maintenance budget (activities 048 and 064)[Column 4], what percent is spent on actual managing the day to day maintenance activities of the district?

2. Of your total maintenance budget (activities 048 and 064)[Column 4], what percent is spent on other activities not related to the actual managing of day to day maintenance activities?

A wide variety of responses was received with a high of 100%/0% to a low of 40%/60%. The average of all 18 districts (including two bridge districts) was 66.8%/33.2% or rounding to 67%/33%.

which is which

Steve Littrell
Project Coordinator

SL:clh

MAINTENANCE UNIT OVERHEAD FACTORS BY DISTRICT
(Revised) 4-29-86
Source: ODOT/Highway Division - Maintenance Section
Report MM-103 Maintenance Management System
02-18-86 Maintenance Workload and Performance Budget
Fiscal Year 1985-86

REGION	DISTRICT	1/ ADMIN. COSTS	2/ DIRECT LABOR TOTAL	3/ UNIT OHF* w/o DMS	4/ DMS COSTS	5/ DMS/OHF*	6/ COMBINED DMS/OHF*
1	Reg. Crews	$ 12,880**	$ 491,897	.026	$		
	2A	260,970	1,866,000	.140	213,213	.114	.254
	2B	515,962	1,430,766	.361	416,526	.291	.652
	2C	330,793	1,573,466	.210	299,659	.190	.400
	21	97,950**	1,117,070	.088	160,355	.144	.232
	TOTALS	$1,218,555	$6,479,199	.188	$1,089,753	.168	.356
2	Reg. Crews	$ 110,690	$ 327,931	.338	$		
	1	170,407**	1,463,318	.116	144,677	.099	.215
	3	265,492**	2,146,601	.124	335,810	.156	.280
	4	309,156**	1,878,354	.165	332.422	.177	.342
	22	296,225	714,321	.415	167,019	.234	.649
	TOTALS	$1,151,970	$6,530,525	.176	$ 979,928	.150	.326
3	Reg. Crews	$ 3,220**	$ 165,954	.019	$		
	5	342,903	1,583,405	.217	196,521	.124	.341
	6	198,706	1,632,291	.122	229,980	.141	.263
	7	151,917	1,558,539	.097	180,706	.116	.213
	8	459,379	1,887,689	.243	302,845	.160	.403
	TOTALS	$1,156,125	$6,827,878	.169	$ 910,052	.133	.302
4	Reg. Crews	$ 23,702	$ 115,604	.205	$		
	9	307,647	1,240,197	.248	220,998	.178	.426
	10	144,912	1,455,624	.010	214,084	.147	.157
	11	558,160	1,687,292	.331	339,369	.201	.532
	TOTALS	$1,034,421	$4,498,717	.230	$ 774,451	.172	.402
5	Reg. Crews	$ 6,032**	$ 143,339	.043	$		
	12	331,634	1,476,140	.225	250,954	.170	.395
	13	269,348	1,395,169	.193	199,230	.143	.336
	14	483,872	1,563,542	.309	249,330	.159	.468
	TOTALS	$1,090,886	$4,578,190	.238	$ 699,514	.153	.391
STATEWIDE GRAND TOTALS (All Crews)		$5,651,957	$28,914,509	.195	$4,453,698	.154	.349

*Overhead Factor.
**No bldg. & grounds maint. (Act. 191) budgeted in these crews.

1/ Total unit costs for labor, materials, equipment for Activities 191, 194-196 (only).
2/ Total requirement direct labor costs for entire unit (does not include admin. labor costs from 1/ above).
3/ Unit overhead factor 1/ ÷ 2/ (excluding DMS).
4/ Total costs for DMS for Activities 048 and 064 (*only*).
5/ DMS unit overhead factor 4/ ÷ 2/.
6/ Combined overhead factor unit and DMS 3/ + 5/.

REGION	DISTRICT	1/ ADMIN. COSTS	2/ DIRECT LABOR TOTAL	3/ UNIT OHF* w/o DMS	4/ DMS COSTS	5/ DMS/OHF*	6/ COMBINED DMS/OHF*
1	Reg. Crews	$ 12,880**	$ 491,897	.026	$		
	2A	260,970	1,866,000	.140	213,213	.114	.254
	2B	515,962	1,430,766	.361	416,526	.291	.652
	2C	330,793	1,573,466	.210	299,659	.190	.400
	21	97,950**	1,117,070	.088	160,355	.144	.232
	TOTALS	$1,218,555	$6,479,199	.188	$1,089,753	.168	.356
2	Reg. Crews	$ 110,690	$ 327,931	.338	$		
	1	170,407**	1,463,318	.116	144,677	.099	.215
	3	265,492**	2,146,601	.124	335,810	.156	.280
	4	309,156**	1,878,354	.165	332.422	.177	.342
	22	296,225	714,321	.415	167,019	.234	.649
	TOTALS	$1,151,970	$6,530,525	.176	$ 979,928	.150	.326
3	Reg. Crews	$ 3,220**	$ 165,954	.019	$		
	5	342,903	1,583,405	.217	196,521	.124	.341
	6	198,706	1,632,291	.122	229,980	.141	.263
	7	151,917	1,558,539	.097	180,706	.116	.213
	8	459,379	1,887,689	.243	302,845	.160	.403
	TOTALS	$1,156,125	$6,827,878	.169	$ 910,052	.133	.302
4	Reg. Crews	$ 23,702	$ 115,604	.205	$		
	9	307,647	1,240,197	.248	220,998	.178	.426
	10	144,912	1,455,624	.010	214,084	.147	.157
	11	558,160	1,687,292	.331	339,369	.201	.532
	TOTALS	$1,034,421	$4,498,717	.230	$ 774,451	.172	.402
5	Reg. Crews	$ 6,032**	$ 143,339	.043	$		
	12	331,634	1,476,140	.225	250,954	.170	.395
	13	269,348	1,395,169	.193	199,230	.143	.336
	14	483,872	1,563,542	.309	249,330	.159	.468
	TOTALS	$1,090,886	$4,578,190	.238	$ 699,514	.153	.391
STATEWIDE GRAND TOTALS (All Crews)		$5,651,957	$28,914,509	.195	$4,453,698	.154	.349

*Overhead Factor.
**No bldg. & grounds maint. (Act. 191) budgeted in these crews.

1/ Total unit costs for labor, materials, equipment for Activities 191, 194-196 (only).
2/ Total requirement direct labor costs for entire unit (does not include admin. labor costs from 1/ above).
3/ Unit overhead factor 1/ ÷ 2/ (excluding DMS).
4/ Total costs for DMS for Activities 048 and 064 (only).
5/ DMS unit overhead factor 4/ ÷ 2/.
6/ Combined overhead factor unit and DMS 3/ + 5/.

NOTE: Indirect costs budgeted at (2%) are not included in this report.

SL:nj
v. 2-20-86
4-29-86

(Act. 193 removed from
Admin. Costs)

cc: Districts

Activity Codes

048	Dist. Maint. Supv. (Supervision)
064	Dist. Maint Supv. (Utilities)
191	Building & Grounds Maint.
193	Field Supervision
194	Transport Equip. & Repairs
195	Equipment Services & Repairs
196	Training & Meetings

HIGHWAY MAINTENANCE CONTRACTING OUT STUDY
CALCULATION O[redacted]
HIGHWAY DIVISION 85-87 BIENNIUM BUDGET

		TOTAL SALARY AND OPE	DIRECT LABOR
Administration		3,955,126	
Data Entry		763,807	
Materials Testing Lab	(ISF - 90% Construction)	2,501,194	
Rental Equipment Fleet	(ISF - 90% Maintenance)	1,459	
Fuel Inventory	(" - " ")	15,657	
Equipment Repair Shops	(" - " ")	8,712,904	
Sign Shop	(" - " ")	681,121	
Supply Operations	(" - " ")	1,895,548	
Traffic Signal Services	(" - " ")	1,102,223	
Subtotal		19,629,039	
CONSTRUCTION			
Federal Aid Projects		38,754,284	38,754,284
State Projects	(80% Direct)	3,488,670	2,790,936
Construction Branch		1,828,039	
Regions		4,888,075	
Computer Aided Drafting	(80% Direct)	207,013	165,610
State Traffic Projects	(80% Direct)	3,076,786	2,461,430
Technical Services			
Federal Aid		15,083,492	15,083,492
State P.E.		3,300,000	3,300,000
P.E. Organization		5,173,962	
Other	(80% Direct)	124,610	99,688
R/W Administration		1,393,313	
R/W Field	(80% Direct)	880,312	704,250
F/A R/W		4,812,259	4,812,259
State Construction R/W	(80% Direct)	100,000	80,000
Property Management R/W	(80% Direct)	1,105,000	884,000
Outdoor Advertising	(80% Direct)	12,000	9,600
Planning		509,995	
Research		311,645	
HPR F/A		3,766,096	3,766,096
Total Construction		88,815,551	
MAINTENANCE			
Engineer		1,629,840	
Region Engineer		455,917	
District Supervisor		5,518,202	
Operations	(MMS Budget...see page 2)	70,097,525	52,692,310
Permits	(Represented)	937,900	597,573
Weighmasters	(Represented)	6,325,701	5,215,591
Communications		1,499,927	
Total Maintenance		86,465,012	
T 1 Net Personal Service 85-87 Budget		$194,909,602	$131,541,729

C ulation of Maintenance Operations Direct Labor

2/86 Maintenance Workload and Performance Budget 85-86		Percent
Total labor in operations	$33,514,630	100.00%
Total supervision and support labor included	8,321,400	24.83%
Net direct labor in operations	$25,193,230	75.17

85-87 Highway Division Legislative Approved Budget	
Total labor in operations	70,097,525
Supervision and support (24.83% above)	17,405,215
Net direct labor in operations	$52,692,310

Calculation of Overhead Rates

Highway Accounting	
Total Highway accounting 85-87 budget	4,481,711
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.03407

Legal Services	
Total indirect legal services 85-87 budget (not direct charge)	524,400
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.00398

Insurance (Undistributed)

Highway Division 85-87 Budget

Administration	1,129,191
Construction	19,483
Maintenance operations ($52,700 in Admin.)	---------
Internal Service Funds ($2,154,698 dir. chg.)	---------
Total indirect Insurance 85-87 budget	1,148,674
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.00873

Central Services Assessment

Total transfer to Central Services for services not direct charged (Personnel, EDP, Budget, Planning, etc.) 85-87 Budget	5,324,894
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.04048

STATE OF OREGON
Highway Division - Maintenance Section

INTEROFFICE MEMO

TO: File

DATE: June 19, 1986

SUBJECT: P.E. and C.A. Costs on Maintenance Contracts

Scope: To fairly compare costs of contracting-out maintenance activities the (P.E.) preliminary engineering on (P.S. & E.) plans, specs, and engineering costs must be added to the contract bid price.

Additionally, the costs of (C.A.) contract administration or (inspection and final reporting). Also, must be added to the contract bid price.

These three elements P.E. and bid price and C.A. total the comparable cost in like work done by state forces.

P.E. COSTS:

Generally, P.E. costs lower as the size or cost of the project increases, and conversely, rise as the size or cost of the project decreases. Therefore, from a quick determination of past costs, our Final Design Unit suggests using:

Size of Project ($)	% of Cost for P.E.
0 - $50,000.00	15%
50,000.00 - 100,000.00	10%
100,000.00 - +	5%

these look too high

C.A. COSTS

Generally, C.A. costs are just the opposite trend of P.E. costs. As the size or cost increase so does the engineering (inspection, finalization) and vice versa. Therefore:

Size of Project ($)	% of Cost for C.A.
0 - $50,000.00	5%
50,000.00 - 100,000.00	10%
100,000.00 - +	15%

Steve Littrell
Project Coordinator

SL:clh

cc's to whom

ABC I hope [illegible]
in [illegible]

HIGHWAY MAINTENANCE CONTRACTING OUT STUDY
CALCULATION OF DIRECT LABOR AND OVERHEAD RATES
HIGHWAY DIVISION 85-87 BIENNIUM BUDGET

4-15-86

		TOTAL SALARY AND OPE	DIRECT LABOR
Administration		3,955,126	
Data Entry		763,807	
Materials Testing Lab	(ISF - 90% Construction)	2,501,194	
Rental Equipment Fleet	(ISF - 90% Maintenance)	1,459	
Fuel Inventory	(" - " ")	15,657	
Equipment Repair Shops	(" - " ")	8,712,904	
Sign Shop	(" - " ")	681,121	
Supply Operations	(" - " ")	1,895,548	
Traffic Signal Services	(" - " ")	1,102,223	
Subtotal		19,629,039	
CONSTRUCTION			
Federal Aid Projects		38,754,284	38,754,284
State Projects	(80% Direct)	3,488,670	2,790,936
Construction Branch		1,828,039	
Regions		4,888,075	
Computer Aided Drafting	(80% Direct)	207,013	165,610
State Traffic Projects	(80% Direct)	3,076,786	2,461,430
Technical Services			
Federal Aid		15,083,492	15,083,492
State P.E.		3,300,000	3,300,000
P.E. Organization		5,173,962	
Other	(80% Direct)	124,610	99,688
R/W Administration		1,393,313	
R/W Field	(80% Direct)	880,312	704,250
F/A R/W		4,812,259	4,812,259
State Construction R/W	(80% Direct)	100,000	80,000
Property Management R/W	(80% Direct)	1,105,000	884,000
Outdoor Advertising	(80% Direct)	12,000	9,600
Planning		509,995	
Research		311,645	
HPR F/A		3,766,096	3,766,096
Total Construction		88,815,551	
MAINTENANCE			
Engineer		1,629,840	
Region Engineer		455,917	
District Supervisor		5,518,202	
Operations	(MMS Budget...see page 2)	70,097,525	52,692,310
Permits	(Represented)	937,900	597,573
Weighmasters	(Represented)	6,325,701	5,215,591
Communications		1,499,927	
Total Maintenance		86,465,012	
Total Net Personal Service 85-87 Budget		$194,909,602	$131,541,729

culation of Maintenance Operations Direct Labor

2/86 Maintenance Workload and Performance Budget 85-86		Percent
Total labor in operations	$33,514,630	100.00%
Total supervision and support labor included	8,321,400	24.83%
Net direct labor in operations	$25,193,230	75.17

85-87 Highway Division Legislative Approved Budget	
Total labor in operations	70,097,525
Supervision and support (24.83% above)	17,405,215
Net direct labor in operations	$52,692,310

Calculation of Overhead Rates

Highway Accounting	
Total Highway accounting 85-87 budget	4,481,711
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.03407

Legal Services	
Total indirect legal services 85-87 budget (not direct charge)	524,400
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.00398

II [illegible]ance (Undistributed)

Highway Division 85-87 Budget

Administration	1,129,191
Construction	19,483
Maintenance operations ($52,700 in Admin.)	--------
Internal Service Funds ($2,154,698 dir. chg.)	--------
Total indirect Insurance 85-87 budget	1,148,674
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.00873

Central Services Assessment

(Total transfer to Central Services for services not direct charged (Personnel, EDP, Budget, Planning, etc.) 85-87 Budget	5,324,894
Total direct labor 85-87 budget	131,541,729
Overhead rate per direct labor dollar	.04048

NARRATIVE REPORT

Lyle Gap - Madras Section
The Dalles - California Highway
Contract # 10043   August 1985

SCOPE

This project was for placing a chip seal on a portion of The Dalles-California Highway using a polymer modified emulsified asphalt and a 3/8" to #10 rock chip. The project was funded by the State Preservation program. The rock was produced and stockpiled under a separate contract. Emulsion was HFE 100 S "Sty-relf" supplied by Pacific Emulsions plant at Madras. The contractor, J.C. Compton Co., was experienced in chip seal work and came to the project from a similar job using the same polymer modified emulsion.

TRAFFIC CONTROL

The specifications required that the work area be restricted to 3 centerline miles unless a traffic control plan was approved. A plan to use 2 pilot cars was approved and permitted the contractor to work 3.75 centerline miles. This provided shorter delays for traffic and allowed the project to be finished in 3 days reducing the overall impact to the traveling public.

ROADWORK

The project was started August 15th and the temperatures were well above the 65° specified. Equipment was as specified and in well-maintained operating condition. Pre-construction computations provided an asphalt application rate of 0.33 gallons per square yard and 0.009 cubic yards (19 lbs.) per square yard of cover coat aggregrate. This was later adjusted to 0.31 gallons per square yard and 0.011 cubic yards (25 lbs.) per square yard. Another 0.002 cubic yards per square yard were added as a dry key over the project when some bleeding and picking of rock occured.

Rolling was accomplished with the two 3 wheeled steel rollers. Because no pre-leveling or patching had been done to the roadway, the steel rollers were unable to get into the traffic ruts. Pilot lines were routed over the seal sooner than would usually be allowed to help get some rolling in the ruts. This created some problems with picking rock at first but when the pilot cars were slowed and a 2 hour minimum was imposed before the piloted traffic was routed over the seal, it accomplished the objective.

COMMENTS

The Polymer Modified Emulsified Asphalt is very sticky product that adheres to the rock chip quickly. The project was broomed the morning following placement. After this initial brooming, very little or no loose rock was present. This is an important factor when seal coating in areas with high traffic volumes. The cost-to-benefit ratio of the product is being studied by others.

A specification for a pneumatic roller should be included. Rutting and other deformities are often a characteristic of our highways and pre-leveling or patching, however desirable, cannot always be done.

OREGON STATE HIGHWAY DIVISION 11/05/85

SECTION LYLE GAP-MADRAS
HIGHWAY THE DALLES-CALIFORNIA
COUNTY JEFFERSON
TYPE WORK PAVEMENT SEALING

SPECIFIED COMPLETION
A) 09-15-85
B)
C)

EXTENSION APPROVED USED

CONTRACTOR J. C. COMPTON COMPANY

CONTRACT NO. C10043
F.A.P.
E.A. C10043
AWARDED 05 14 85
ESTIMATE NO 002
SEMI-FINAL

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 05/00/08 QUANTITY	PERFORMED TO DATE 05/00/08 AMOUNT	TO COMPLETE 05/00/00 QUANTITY	TO COMPLETE 05/00/00 AMOUNT		PERFORMED SINCE LAST ESTIMATE QUANTITY	PERFORMED SINCE LAST ESTIMATE AMOU
00001	D ALLEN REGN ENGR											11		
00002	ROGER OLSON DMS PROJECT MANAGER											11		
001	MOBILIZATION	LUMP SUM	200000000	100000	2000000	100000	2000000	100000	2000000			90		
002	TEMPORARY PROTECTION AND DIR OF TRAFFIC	LUMP SUM	100000000	100000	1000000	100000	1000000	100000	1000000			90		
003	TEMPORARY SIGNS	SQ FT	40000	759000	303600	894000	357600	894000	357600			90		
004	FLAGGERS	HOUR	10000	450000	45000	167500	16750	167500	16750			90		
005	PILOT CAR	HOUR	290000	150000	435000	88500	256650	88500	256650			90		
00599	ROADWORK											90		
006	ASPH POLYMR MOFIF EMULSIF ASPH CHIP SEALTON		2850000	300000	8550000	228940	6524790	228940	6524790			90		

OREGON STATE HIGHWAY DIVISION 11/05/85

SECTION LYLE GAP-MADRAS
HIGHWAY THE DALLES-CALIFORNIA
COUNTY JEFFERSON
TYPE WORK PAVEMENT SEALING

SPECIFIED COMPLETION A) 09-15-85
B)
C)
EXTENSION
APPROVED
USED
CONTRACTOR J. C. COMPTON COMPANY

CONTRACT NO. C10043
F.A.P.
E.A. C10043
AWARDED 05 14 85
ESTIMATE NO. 002
SEMI-FINAL

WORK DONE TO:
ESTIMATED DATE OF COMPLETION:

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PERFORMED TO DATE 05/00/00 QUANTITY	PERFORMED TO DATE 05/00/00 AMOUNT	TO COMPLETE 05/00/00 QUANTITY	TO COMPLETE 05/00/00 AMOUNT		PERFORMED SINC LAST ESTIMATE QUANTITY	AMC
007	HAULING AND PLACING AGGREGATES	CU YD	120000	2200000	2640000	2562500	3075000	2562500	3075000			90		
	TOTALS FOR ORIG. CONTRACT				14973600		13230790		13230790					
	TOTALS ALL EXCEPT F.A.						13230790		13230790					
	* TOTAL PAY COSTS				14973600		13230790		13230790					
	ADD. ANTICIP. ITEMS													
94001	PERM PAVEMENT STRIPING				1180000		1180000				1180000	90		
94002	REMOVE TEMP PVM'T MARKERS				50000		50000				50000	90		
98999	CONTINGENCIES				729162									
99999	ENGINEERING				1458324		199492		199492					
	GRAND TOTALS				18391086		14660282		13430282		1230000			

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINEER ---------- DATE ----------

STATE OF OREGON **INTEROFFICE MEMO**

TO: Don Adams
Maintenance Engineer

DATE: October 28, 1985

FROM: Dale
Dale D. Allen
Region Engineer

SUBJECT: Seal Costs
Contract vs. State

For my own information, we worked up the attached cost comparison of the Contract vs. State Force Seals on US 97 north of Madras.

This information may assist you in the comparison you have to do on contract maintenance. One item we overlooked were the PE costs for the contract seal. If our figures are correct, the contract seal was 50% more expensive.

The jobs were nearly identical in scope.

DA:mr

encl

cc: DMS's w/encl
Duane Christensen-FYI w/encl

MAINTENANCE ENGINEER
RECEIVED
☐ ICE ☐ TRC ☐ MMS ☐ SEC ☐ TA
OCT 30 1985
☐ [illegible] ☐ MOE ☐ MSM ☐ MBC ☐ AO
☐ SME ☐ OSE ☐ PC ☐ BS [✓ ☐ PRC]

This will probably be the best we get.

COST COMPARISON
STATE FORCES VS COMMISSION CONTRACTS
Polymer Modified Emulsion Chip Seal

STATE FORCE SEAL Moro - Grass Valley

Centerline Miles--10.9
Total Square Yards--213,700
Emulsion Haul--70 miles; Aggregate Haul--4.3 miles

Project Costs	%	Cost	Cost/Sq. Yd.
Flagging & Brooming (Includes Night Traffic Control)	5%	$ 5,684	$ 0.027
Night Traffic Control	(2%)	($ 2,107)	($ 0.010)
HFE 100S--$273.65/Ton	64.5%	$ 77,343	$ 0.362
Aggregate--$10.65/C.Y.	17%	$ 20,490	$ 0.096
Labor	7%	$ 8,823	$ 0.041
Equipment	5.5%	$ 6,637	$ 0.031
Temporary Centerline Markers	1%	$ 823	$ 0.004
TOTAL	100%	$119,800	$ 0.560

CONTRACT SEAL Lyle Gap - Madras

Centerline Miles--11.25 miles
Total Square Yards--198.600
Emulsion Haul--10 miles; Aggregate Haul--5 miles

Project Costs	%	Cost	Cost/Sq. Yd.
Mobilization	11.5%	$ 20,000	$ 0.101
Temporary Protection (Includes Signing, Flagging, & Pilot Car)	10.5%	$ 17,817	$ 0.090
HFE 100S--$2.85/Ton	38%	$ 65,248	$ 0.328
Hauling & Placing Aggregate--$12/C.Y.	17%	$ 29,748	$ 0.150
Aggregate (State Furnished)--$15/C.Y.	21.5%	$ 37,185	$ 0.187
Inspection	1.5%	$ 2,500	$ 0.013
TOTAL	100%	$172,498	$ 0.868

/
JG:br

10/10/85

NARRATIVE REPORT

MORO-GRASS VALLEY
SEAL

Project consisted of placing a 3/8"-#10 Polymer modified emulsion chip seal over 10.9 miles of new aphaltic concrete pavement that was placed on US 97 between Moro and Grass Valley in 1984 by contract.

Placement of the seal began on the North end of project 7/29/85, at Moro and progressed Southerly towards Grass Valley. A problem was experienced due to our scheduled plan with Arrow Transportation to provide two semi tankers with trailers to haul the emulsion from Madras to the project. The first driver had worked too many hours and we had to wait for the second driver to bring the third load of the day. The result of this was a long idle wait in the afternoon and 2½ hours overtime for the crew. We also experienced problems with traffic picking up the emulsion on the meet line in hot weather when they had to cross it.

On 7/30, we experienced rain for about 3 hours starting about mid-morning and were able to place only two loads of emulsion instead of 3 loads as planned. The panels that were placed prior to the rain appeared to be severly damaged from moisture floating the emulsion up on the aggregate, however, to date the damage appears minimal and except for spots of flushing, the area looks normal.

Project was completed on 7/31 in regards to placing the emulsion and aggregate. Showers and the threat of rain, also, was present this date and, here, again, some flushing was experienced because of the showers. While any emulsion will react with water, the high float type appears to be more susceptible to damage or ill effects from moisture than do the cationic emulsions.

Sweeping was completed on 8/1 as well as hand patching of misses and tire marks.

Traffic was controlled by flaggers and pilot vehicles on a 24 hour basis by two twelve hour shifts until excess aggregate was removed the following A.M. Some emulsion on vehicles was evident after they ran through a meet line, however, we did not receive any damage complaints or claims.

The seal was shot full width of the pavement except for guardrail flares and all tapers into and leaving passing lanes were covered. Due to some flushing on the pavement surface prior to the seal an application rate of .32 gal. per sq. yd. was selected and the actual average was .3227 when complete, 3/8"-#10 aggregate was placed at about .009 of cu. yd. per sq. yd. or 23 lbs of aggregate per sq. yd. of surface area.

Signing was provided as outlined by Steve Littrells memo of 8/8/85.

Costs were documented on Extra Gang Reports for the project. Itemized breakdown listed below:

RDM ROE RAS FAS
RTS RECEIVED GEO
RUS OCT 15 1985 RDS
RSO REGION 4 RDI

Narrative Report
Moro-Grass Valley Seal
Page 2 State Force Seal

Center Line Miles - 10.9 miles

Total Sq. YD 213,700 sq YD
Emulsion haul 70 miles, Aggregate 4.3 miles.

Project Cost		To nearest .5%	$119,800	Cost/Sq YD
✓ Flagging & Brooming (includes night traffic control)		4.748	5,684	$0.027
✓ * Night Traffic Control		(1.76)%	(2,107)	($0.010)
HFE 100S	68,761 Gal. = 282.63 Cost/Ton $273.65	64.56 %	77,343	$0.362
Aggregate -	1923 CY Cost/c.y. $10.65	17.10	20,490	$0.096
✓ Labor (Oiling)		7.37	8,823	$0.041
✓ Equipment (Oiling)		5.54	6,637	$0.031
*Temporary Centerline Markers		0.69	823	$0.004
			119,800	$ 0.560/sq YD

*Note: Temporary centerline markers were placed every 40' on centerline only as white markers were not available for the passing lanes.

Two hundred thirteen thousand seven hundred square yards of surface was covered for an average cost of $.56 per square yard. Average haul on emulsion was 70 miles and aggregate about 4.3 miles.

DWS:ef

cc: Dale Allen ✓
Steve Littrell
Dennis Stephens

✓ see general notes

Contr. Out

STATE OF OREGON
HIGHWAY DIVISION - MAINTENANCE

INTEROFFICE MEMO

TO: MEMO TO FILE

DATE: August 6, 1985
Revised September 6, 1985

MAINTENANCE ENGINEER
RECEIVED
☐ FOR ☐ TRC ☐ MMS ☐ SEC ☐ TA
SEP 1[illegible] 1985
☐ [illegible] ☐ MOE ☐ [illegible] ☐ [illegible] ☐ AG
☐ SME ☐ OSE ☐ [illegible] ☐ BS ☒ PRC

FROM: Steve Littrell
Projects Coordinator S. D. Littrell

SUBJECT: ~~Comparison Project-Contracting Out~~
[redacted]
Sherman Highway
Sherman County, Contract #9694

On Tuesday July 30th, 1985 an informational visit was made to the project site. Steve Littrell and Dennis Stephens of Maintenance Headquarters - Salem, met with Don Sledge, Assistant District 9 Maintenance Supervisor and Mark Phillips, Maintenance Foreman of Condon.

SCOPE

The Project calls for repairing and correcting deficiencies in the paved surface and placing a type 0-31 Asphalt Macadam Wearing Course from M.P. 18.57 to M.P. 29.40. This section was reconstructed in the fall of 1984 (contr. #9694) and the planned typical section calls for a future wearing course by others.

Materials are estimated at 323 tons of Emulsified Asphalt, 1,575 cubic yards of 3/8" - 10 aggregate, and 25 tons of A.C. mix, for a total estimated material cost of $107,580.00. Equipment and labor costs are estimated to be $5,430.00 and $9,950.00 respectively. The total estimated project cost is $122,960.00 Corrective work prior to sealing shall be as provided in section 105.12 of the Standard Highway Specifications, 1974.

FINDINGS

Temporary Protection and Direction of Traffic ADT = 1700

Two post mounted "Road Construction Ahead" (48 x 48) signs were placed at each end of the project. Flasher units were not used with these signs. Ten (10) post mounted "Construction Speed 40 MPH" (30 x 36) and ten (10) "Do Not Pass" signs were placed thoughout project length (no flasher units attached).

The work areas were delineated with a set of three tri-pod mounted (36 x 36) signs - some with flags attached. The signs were: "Roadwork Ahead", "Be Prepared to Stop", and "Flagger Ahead".

A properly attired flagger at each end of the work area (approximately 2-3 miles) and pilot car were used for a 12 hour shift, with full 24 hour coverage.

Some problems with traffic control were encountered when impatient drivers would try to pass others, or the pilot car would be too far ahead and drivers were confused as to which lane to follow. A possible solution would be to have another flagger stationed in the middle of the work area, but this might not be feasible, since the sealing operation moves quite fast.

APPLICATION OF EMULSION/CHIP SEAL

(7/29/85)

The work began in the a.m. after a 3 hour delay waiting for the oil to arrive. The haul distance for the emulsion is approximately 100 miles. About 105 tons of "Styrelf" emulsion at 160° F was placed by a private distributor at a rate of 0.32 gal./sq. yards. The project is estimated at 229,000 sq. yds. with 323 estimated tons of Styrelf emulsion.

Flexible plastic centerline reflectors (spaced approximately 40 ft.) are placed prior to applying the emulsion.

The aggregate used is 3/8" - #10 from a state stockpile (haul distance 4.3 miles) and placed by a spreader fed with approximately 5-6 10 yd. dumps. Compaction is attained after several passes with 2 - 10 ton tandem steel rollers.

The first 2 miles of the project had to be dry keyed with aggregate due to lack of enough aggregate on the first shot. Bleeding through of emulsion was evident under heavy truck load after the first application. More aggregate was used on future applications. The work crew is on per diem and 10 hour/day shifts. The Moro crew is not on per diem.

(7/30/85)

Chip Seal operation shut down from noon to 2:30 p.m. due to inclement weather. Some concern was expressed if the emulsion would "set up" due to this rain. Work should end on 7/31/85 or a.m. 8/1/85. Brooming of excess aggregate occurs generally at daylight the next day.

Note: Corrective work (Blade Patching) performed previously by Maintenance Forces and appears to be suitable for applying chip seal.

RECOMMENDATIONS

1. Seems to be more economical to apply a little more aggregate at first, than to have to come back and add additional aggregate later.

2. Obtain emulsion sample for compliance check test.

SL:llb

cc: Don Adams
Don Sledge
Roger Olsen
C.O.M.A. File

STATE OF OREGON **INTEROFFICE MEMO**

TO: ✓ Roger Olson
Joe Diddock

DATE: August 20, 1985

SUBJECT: Contracting Out - Comparison Project - Lyle Gap to Madras
The Dalles/California Highway, Jefferson County

Please review the attached rough draft for Memo to File on field trip taken by me, Steve Littrell, on Friday, August 16, 1985.

Please add or delete any information you wish and return to me as soon as possible.

Thank you for your assistance and prompt attention.

Steve Littrell

Steve Littrell
Projects Coordinator

SL: srh

cc: Don Adams
Dick Nelson
Jerry Thackery

RECEIVED
DIST. BEND
AUG 1985
☐ DE ☑ ADE ☐ HMO ☐ MOS

MAINTENANCE ENGINEER
RECEIVED
☐ FCR ☐ TEC ☐ ADMS ☐ SLC ☐ TA
DEC 16 1985
☐ [illegible] ☐ [illegible] ☐ ASM ☐ MOC ☐ [illegible]
☐ [illegible] ☐ [illegible] ☐ PC ☐ [illegible] ☐ [illegible]

What job?

OILING NOTES: MAINTENANCE ACTIVITY 104

Contracting Out Comparison Project

STATE FORCES

Total Square Yards 213,700

Total Reported Costs (Labor, Equipment, Materials) (From grand total Extra Gang report 8-1-85) $119,800.00

Initial Cost Per Square Yard $\frac{\$119,800.00}{213,700} = \$0.561$

Overhead Factor for Work Unit		
[1]1. Districtwide (Dist. 9)		.248
[1]2. DMS Office	.178	
[2]a. Less 33% (Actual Maint. Supv.)	-.059	
Revised DMS Office		.119
Total Unit Overhead Factor		.367

way [illegible] this [illegible] in CO [illegible] to set up the work, initia[illegible] [illegible]

Total Direct Labor Costs		
1. Per Diem + Labor	$9.395.07	
2. 52% Load to Labor	4,126.53	
	$13,521.60	
Unit Overhead Factor Applied to Total Direct Labor $13,521.60 X .367		(+) 4,967.72
[3]Government-wide Overhead Factor (GWOF)		
1. Highway Accounting	.034	
2. Legal Services	.004	
3. Insurance	.009	
4. Central Services	.040	
	.087	
GWOF Applied to Direct Labor $13,521.60 X .087		(+) 1,176.38
		$125,944.10

Revised Cost Per Square Yard (State) $\frac{\$125,944.10}{213,700} = \$0.589$

[1]See attached sheet "Unit Overhead Factors by District" 4-29-86.
[2]See attached sheet "DMS Actual Maint. Supv. Percentages" 6-19-86.
[3]See attached (3) sheet Direct Labor and Overhead Rates 4-15-86.

SL:nj
Rev. 7-14-86
Rev. 10-10-86
7 006

COST SUMMARY
(Excluding Overhead)

CONTRACTING OUT COMPARISON PROJECT
Maintenance Activity 104

OILING - STATE FORCES

Project: Moro - Grass Valley C09694 - Sherman Co. - District 9, Region 4
Sherman Highway SFO No. 5

Project Details:

Begin work: 7/29/85 End work: 8/1/85
Length: 10.9 centerline miles
Size: 213,700 square yards
Scope: Place 3/8" #10 Polymer modified emulsion chip seal over new (1984) AC overlay.

Materials:

1. HFE 100S (Polymer modified emulsion)
   Actual quantity used: 68,961 gallons (282.63 tons)
   Haul distance: 70 miles
   Spread rate: 0.3227 gal./sq.yd.
   Invoice quantity (amt. pd.): 271.38 tons
   Invoice price per ton: $285 delivered (includes moorage and freight)

[illegible]

2. 3/8" #10 Aggregate
   Actual quantity used: 1923 cu.yds.
   Haul distance: 4.3 miles
   Spread rate: 23 lbs./sq.yd.
   Truck ticket quantity (amt. pd.): 2049 cu.yds.
   Paid price per ton: $10 (in stockpile)

[illegible] 25#/yd² [illegible] 50 Why different spread rates? equate?

Why difference [illegible]

3. Yellow Centerline Marker Tabs
   Spacing: 40 feet
   Quantity used: 1444
   Invoice price each: $0.57

4. Distributor Trucks

   Actual quantity used: 35.75 hrs.
   Invoice price per hour: $55

COST BREAKDOWN

I. Labor and Per Diem $9395.07

Date	Labor	Per Diem	Total
7/29/85	$2330.01	$ 420.00	$2750.01
7/30/85	2297.06	431.00	2728.06
7/31/85	2163.31	425.50	2588.81
8/1/85	1145.19	183.00	1328.19
	$7935.57	**$1459.50**	**$9395.07**

II. Industrial Accident, Insurance, Vacation & Sick Leave **$4126.49**

Date	52% of Labor
7/29/85	$1211.60
7/30/85	1194.47
7/31/85	1124.92
8/1/85	595.50
	$4126.49

*Subtotal (Labor) All Costs $13,521.56

III. Equipment Rental **$5644.50**

Date	Charges
7/29/85	$1843.00
7/30/85	1735.00
7/31/85	1660.00
8/1/85	406.50
	$5644.50

*Subtotal (Equipment) All Costs **$5644.50**

IV. Supplies and Materials **$100,622.63**

Date	HFE 100	AGGR	Tabs	Dist. Truck	Total
7/29/85	$30,001.95	$ 7740.00	$348.27	$ 715.00	$ 38,805.22
7/30/85	20,095.35	4950.00	205.20	632.50	25,883.05
7/31/85	27,246.00	7800.00	269.61	618.75	35,934.36
8/1/85	-	-	-	-	-
	$77,343.30	**$20,490.00**	**$823.08**	**$1966.25**	**$100,622.63**

Subtotal (Materials) All Costs $100,622.63

TOTAL DIRECT COSTS [Labor + Equipment + Materials] **$119,788.69**

*General labor and equipment cost information included in above data.

1.	Night traffic control	$2,107 ±
2.	Flagging & brooming (excluding night traffic control)	$3,577 ±
3.	Oiling - Labor	$8,823 ±
4.	Oiling - Equipment	$6,637 ±

SL:nj
10-08-86
9 034

OREGON STATE HIGHWAY DIVISION

AILY REPORT OF EXTRA GANG CREW No. 02-4102 02-4103 Date 7/29/85

manent Headquarters Condon Temporary Headquarters Myrc Foreman Mark P. Phill

Job Prefix	Amount Auth.	Work Description	Highway No. and Mile Poi
st Job: C-09694	$122,910.00	SEAL A/C HMT HWY 42	42 - 18.44
ond Job:	$	MP. 18.57 TO 29.40 -	23.07
rd Job:	$	COVER WITH 3/8 #10 ROCK -	

PERSONNEL—List foremen first, others in alphabetical order

First name Initial Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Per Diem Amt	First Job	Second Job	Third Job
MARK R. Phillips	HMSB	10 4	10.53 15.80	105.30 $ 63.20	$34.00	$202.50	$	$
Thomas Williamson	HMF I	10 2.5	9.98 14.97	99.80 37.43	30.00	167.23		
Don L. BETTENCOURT	HMW III	10 2.5	9.09 13.63	90.40 34.08	30.00	154.48		
Gary L. Winslow	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00	148.80		
JAMES B. GREINER	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00	148.80		
BRUCE D. Nicholson	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00	148.80		
ROBERT K. FERRIS	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00	148.80		
LUTHER K. STEWARD	HMSB	10 3	10.53 15.80	105.30 47.40	34.00	186.70		
Mike D. FITZ-HENRY	HMF I	10 2.5	4.52 14.29	45.20 35.73	30.00	160.93		
RODERICK R. MABE	HMW III	10 2.5	9.09 13.63	90.40 34.08	30.00	154.48		
Theodore T. PROCTOR	HMW II	10 2.5	8.26 12.40	82.60 31.00	30.00	143.60		
John C. GARRETT	HMW II	10 2.5	8.25 12.38	82.50 30.95	30.00	143.45		
Mison K. HICKEY	HMW II	10 2.5	8.25 12.38	82.50 30.95	30.00	143.45		

ob $1655.02 $ $ Total Per Diem Each Job $398.00 $ $ Total Labor and Per Diem Each Job $2053.02 $ $

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident on each Job $860.61 $ $

SUPPLIES AND MATERIALS

	Quantity	Rate	First Job	Second Job	Third Job
r LINE 105	611	.57	$348.27	$	$
100S alt	105.27	285.00	30,001.95		
OCK 10	774	10.00	7,740.00		
ek	13 HRS	55.00	715.00		

Supplies and Materials 38,805.22

EQUIPMENT

Kind Hrs	Dept No	Dept No	First Job	Second Job	Third Job
3/4 TON PICKUP 14	82-1129	134382	$49.00	$	$
INT 6x4 WATER TANK 10	67-493	2304	90.00		
WHITE 6x4 12	67-519	2304	174.00		
TARRAH ROLLER 12	82-1674	3119	108.00		
HUFF LOADER 10	78-890	3194	170.00		
CHIP SPREADER 12	58-195	3323	168.00		
1/2 TON PICKUP 16	80-1103	1243	40.00		
WHITE 6x4 12	14-513	2309	174.15		

Total Equipment Rental 973.00

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third Job
Labor and Per Diem	$	$	$

Accomplished: Placed oil on HMT with

rd Job: ______________ $ ______ | Cover with 3/8 x 10 Rock -

PERSONNEL—List foremen first, others in alphabetical order							LABOR AND PER DIEM AMOUNT		
First name Initial Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Per Diem Amt		First Job	Second Job	Third Job
Mark B Phillips	HMSB	10 4	10.53 15.80	105.30 $ 63.20	$34.00		$202.50	$	$
Thomas Williamson	HMF I	10 2.5	9.98 14.97	99.80 37.43	30.00		167.23		
Don L. Bettencourt	HMW III	10 2.5	9.09 13.63	90.40 34.08	30.00		154.98		
Gary L. Winslow	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00		148.80		
James B. Greiner	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00		148.80		
Bruce D. Nicholson	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00		148.80		
Robert K. Ferris	HMW II	10 2.5	8.64 12.96	86.40 32.40	30.00		148.80		
Luther K. Steward	HMSB	10 3	10.53 15.80	105.30 47.40	34.00		186.70		
Mike D. Fitz-Henry	HMF I	10 2.5	4.52 14.29	45.20 35.73	30.00		160.93		
Roderick R. Mabe	HMW III	10 2.5	9.09 13.63	90.40 34.08	30.00		154.98		
Theodore T. Proctor	HMW II	10 2.5	8.26 12.40	82.60 31.00	30.00		143.60		
John C. Garrett	HMW II	10 2.5	8.25 12.38	82.50 30.95	30.00		143.45		
Mison K. Hickey	HMW II	10 2.5	8.25 12.38	82.50 30.95	30.00		143.45		
ob $1655.03 $ $	Total Per Diem Each Job	$ 398.00 $ $			Total Labor and Per Diem Each Job		$2053.03	$	$
2 % Total Labor only for Vacation, Sick Leave, Industrial Accident.					on each Job		$860.61	$	$

SUPPLIES AND MATERIALS						EQUIPMENT			EQUIPMENT RENTAL AMOUNT		
	Quantity	Rate	First Job	Second Job	Third Job	Kind Hrs	Dept No	Dept No	First Job	Second Job	Third Job
r LINE BS	611	.57	$348.27	$	$	3/4 TON Pickup 14	82-1129	134343	$ 49.00	$	$
100S als	105.27	285.00	30,001.95			INT L x 4 Water Tank 10	67-493	2304	90.00		
OCK 10	774	10.00	7,740.00			White 6 x 4 12	67-519	2304	174.00		
ck	13 Hrs	55.00	715.00			Tegram Roller 12	82-1674	3119	108.00		
						Huff Sander 10	78-810	3144	170.00		
						Chip Spreader 12	58-195	3323	168.00		
						1/2 TON Pickup 16	80-1103	1243	40.00		
						White 6 x 4 12	14-513	2309	174.15		

Supplies and Materials 38,805.22

Total Equipment Rental 973.00

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third Job
Labor and Per Diem	$	$	$
Ind. Acc. Ins., Vac. and S. L.			
Equipment Rental			
Supplies and Materials			
TOTAL ALL EXPENDITURES THIS DATE			
TOTAL OF ALL EXPENDITURES BEFORE TODAY			
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY			

Accomplished: Placed oil on mat with

tributer & Cover with Chip Spreader-

to be completed:

ne and cause of delay:

er 70° To 90°

n date: 8/1/85

OREGON STATE HIGHWAY DIVISION

AILY REPORT OF EXTRA GANG CREW No. 02-4105 Date 7/29/85

ermanent Headquarters Condon Temporary Headquarters Moro Foreman Mark R. Phill

Job Prefix	Amount Auth.	Work Description	Highway No. and Mile Poi
rst Job: C-09694	$122,960.00	Seal A/C Mat Hwy 42	42 18.44 T
cond Job:	$	M.P. 18.57 To 29.40 -	23.07
ird Job:	$	Cover With 3/8 #10 Rock -	

PERSONNEL—List foremen first, others in alphabetical order

First name Initial Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Meals Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third Job
John D. Neys	HMS B	10 3.5	10.53 15.80	105.30 $ 55.30	$11.00	$171.60	$	$
John L. Nelson	HMF I	5	9.98	49.90	–	49.90		
David J. Vanschoiack	HMW III	5	9.09	45.45	–	45.45		
Daniel C. Bartlett	HMW II	10 3.5	8.64 12.96	86.40 45.36	–	131.76		
William H. Graham	HMW II	5	8.64	43.20	–	43.20		
John E. Mitchell	HMW II	10 2.5	8.64 12.96	86.40 32.40	5.50	124.30		
Henry B. Peck	HMW II	10 3	8.64 12.96	86.40 38.88	5.50	130.78		

ob $674.99 $ $ Total Meals Per Diem Each Job $22.00 $ $ Total Labor and Per Diem Each Job $696.99 $ $

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job $350.99 $ $

SUPPLIES AND MATERIALS

	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$

Supplies and Materials

EQUIPMENT

Kind	Hrs	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third Job
GMC 6x4	12	77-507	2311	$144.00	$	$
Galion Roller	12	73-671	3113	132.00		
Ford 6x4	12	82-529	2362	132.00		
GMC 6x4	12	77-510	2311	144.00		
3/4 Ton Pickup	13	84-1144	1343-84	45.50		
1 Ton Ford	17	84-218	2052	68.00		
1 Ton Dodge	16	76-215	2003	60.00		
Ford 6x4	12	82-1513	2362	132.00		
Generator	5	40-796	3274	12.50		
Total Equipment Rental				870.00		

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third Job
Labor and Per Diem	$2750.01	$	$

Accomplished: Traffic Control &

ıird Job: ______ $ ______ | Cover With 3/8 #10 Rock.

PERSONNEL—List foremen first, others in alphabetical order							Meals	LABOR AND PER DIEM AMOUNT		
First name	Initial	Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Per Diem Amt	First Job	Second Job	Third Job
John	D.	Neys	HMS B	10 3.5	10.53 15.80	105.30 $ 55.30	$11.00	$ 171.60	$	$
John	L.	Nelson	HMF I	5	9.98	49.90	–	49.90		
David	J.	Vanschoiack	HMW III	5	9.09	45.45	–	45.45		
Daniel	C.	Bartlett	HMW II	10 3.5	8.64 12.96	86.40 45.36	–	131.76		
William	H.	Graham	HMW II	5	8.64	43.20	–	43.20		
John	E.	Mitchell	HMW II	10 2.5	8.64 12.96	86.40 32.40	5.50	124.30		
Henry	B.	Peck	HMW II	10 3	8.64 12.96	86.40 38.88	5.50	130.78		

ob $ 674.99 $ | $ | Total Per Diem Each Job Meals $ 22.00 | $ | $ | Total Labor and Per Diem Each Job $ 696.99 | $ | $

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job $ 350.99 | $ | $

SUPPLIES AND MATERIALS					
	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$
Supplies and Materials					

EQUIPMENT			EQUIPMENT RENTAL AMOUNT		
Kind Hrs	Dept No	Dept No	First Job	Second Job	Third Job
GMC 6x4 12	77-507	2311	$ 144.00	$	$
Galion Roller 12	73-671	3113	132.00		
Ford 6x4 12	82-529	2362	132.00		
GMC 6x4 12	77-510	2311	144.00		
3/4 Ton Pickup 13	84-1144	1343-84	45.50		
1 Ton Ford 17	84-218	2052	68.00		
1 Ton Dodge 16	76-215	2003	60.00		
Ford 6x4 12 Generator 5	82-1513 40-796	2362 3274	132.00 12.50		
Total Equipment Rental			870.00		

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third Job
Labor and Per Diem	$ 2750.01	$	$
Ind Acc Ins, Vac and S L	1,211.60		
Equipment Rental	1,843.00		
Supplies and Materials	38,805.22		
TOTAL ALL EXPENDITURES THIS DATE	44,609.83		
TOTAL OF ALL EXPENDITURES BEFORE TODAY			
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY	44,609.83		

Accomplished: Traffic Control &

Rolling.

o be completed.

ne and cause of delay:

70° to 90°

[illegible] 8/1/85

OREGON STATE HIGHWAY DIVISION

DAILY REPORT OF EXTRA GANG CREW

No. 25-4102 25 4103 Date [illegible]

Permanent Headquarters Condon Temporary Headquarters Moro Foreman Mark R. Phill

	Job Prefix	Amount Auth.	Work Description	Highway No. and Mile
First Job:	C-09694	$122,960.00	Seal A/C Mat Hwy 42	42 - 23.07
Second Job:		$	M.P. 18.57 to 29.40 -	25.80
Third Job:		$	Cover with 3/8 #10 Rock -	

PERSONNEL—List foremen first, others in alphabetical order

First name Initial Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
Mark R. Phillips	HMS B	10 4	10.53 15.80	105.30 $ 63.20	$34.00	$ 202.50	$	$
Thomas Williamson	HMF I	10 .5	9.98 14.97	99.80 7.49	30.00	137.29		
Don L. Bettencourt	HMW III	10 .5	9.09 13.63	90.90 6.82	30.00	127.72		
Gary K. Winslow	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
James B. Greiner	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
Bruce A. Nicholson	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
Robert K. Ferris	HMW II	10 .5	8.64 12.96	86.40 6.48	30.00	122.88		
Luther K. Stewart	HMS B	10 2.5	10.53 15.80	105.30 39.50	34.00	178.80		
Mike D. Fitz-Henry	HMF I	10 .5	9.52 14.29	95.20 7.15	30.00	132.35		
Roderick R. Mabe	HMW II	10 1	9.09 13.63	90.90 13.63	30.00	134.53		
Theodore T. Proctor	HMW II	10 .5	8.26 12.40	82.60 6.20	30.00	118.80		
John C. Garrett	HMW II	10 .5	8.25 12.38	82.50 6.19	30.00	118.69		
Mason K. Mickey	HMW II	10 .5	8.25 12.38	82.50 6.19	30.00	118.69		

Total Labor Each Job	$1362.89	$	$	Total Per Diem Each Job	$ 398.00	$	$	
Total Labor and Per Diem Each Job	$1760.89	$	$					
52 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job	$ 708.70	$	$					

SUPPLIES AND MATERIALS

Kind	Quantity	Rate	First Job	Second Job	Third Job
TERLINE TABS	EA. 360	.57	$205.20	$	$
100S [illegible]	TON 70.51	285.00	20,095.35		
ROCK #10	YDS 495	10.00	4,950.00		
ST. UCK	11 1/2 HRS	55.00	632.50		
Supplies and Materials			25,883.05		

EQUIPMENT

Kind	Hrs	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third
3/4 Ton Pickup	14	82-1129	134383	$ 49.00	$	$
Int 6x4 Water Tkr	10	67493	2304	90.00		
White 6x4	10	67-519	2304	145.00		
Ingram Roller	10	82-1674	3119	90.00		
Huff Loader	10	78-890	3194	170.00		
Chip Spreader	10	58-695	3323	140.00		
1/2 Ton Pickup	24	80-1103	1243	60.00		
White 6x4	10	69-503	2309	145.00		
Total Equipment Rental				889.00		

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third
Labor and Per Diem	$	$	$

k Accomplished: Placed oil on Mat with

Third Job: ________ $ ________ Cover With 3/8 #10 Rock-

PERSONNEL—List foremen first, others in alphabetical order

First name Initial Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third J
Mark R. Phillips	HMS B	10 4	10.53 15.80	105.30 \$ 63.20	\$$34^{00}$	\$ 202^{50}	\$	\$
Thomas Williamson	HMF I	10 .5	4.99 14.97	99.80 7.49	30^{00}	137^{29}		
Don L. Bettencourt	HMW III	10 .5	9.09 13.63	90.90 6.82	30^{00}	127^{72}		
Gary K. Winslow	HMW II	10 .5	8.64 12.96	86.40 6.48	30^{00}	122^{88}		
James B. Greiner	HMW II	10 .5	8.64 12.96	86.40 6.48	30^{00}	122^{88}		
Bruce A. Nicholson	HMW II	10 .5	8.64 12.96	86.40 6.48	30^{00}	122^{88}		
Robert K. Ferris	HMW II	10 .5	8.64 12.96	86.40 6.48	30^{00}	122^{88}		
Luther K. Stewart	HMS B	10 2.5	10.53 15.80	105.30 39.50	34^{00}	178^{80}		
Mike D. Fitz-Henry	HMF I	10 .5	9.52 14.29	95.20 7.15	30^{00}	132^{35}		
Roderick B. Mabe	HMW II	10 1	9.09 13.63	90.90 13.63	30^{00}	134^{53}		
Theodore T. Proctor	HMW II	10 .5	8.26 12.40	82.60 6.20	30^{00}	118^{80}		
John C Garrett	HMW II	10 .5	8.25 12.38	82.50 6.19	30^{00}	118^{69}		
Mason K. Mickey	HMW II	10 .5	8.25 12.38	82.50 6.19	30^{00}	118^{69}		

al or h Job \$$1362^{89}$ \$ \$ Total Per Diem Each Job \$ 398^{00} \$ \$ Total Labor and Per Diem Each Job \$$1760^{89}$ \$ \$

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job. \$ 708^{70} \$ \$

SUPPLIES AND MATERIALS

nd	Quantity	Rate	First Job	Second Job	Third Job
TERLINE IBS	EN. 360	.57	\$ 205^{20}	\$	\$
F100S HALT	TON 70.51	285^{00}	$20,095^{35}$		
ROCK #10	YDS 495	10^{00}	$4,950^{00}$		
ST- UCK	11 1/2 HRS	55^{00}	632^{50}		

l Supplies and Materials $25,883^{05}$

EQUIPMENT

Kind	Hrs	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third J
3/4 Ton Pickup	14	82-1129	134382	\$ 49.00	\$	\$
Int 6x4 Water Tkr	10	67493	2304	90.00		
White 6x4	10	67-519	2304	145.00		
Ingram Roller	10	87-1674	3119	90.00		
Huff Loader	10	78-890	3194	170^{00}		
Chip Spreader	10	58-695	3323	140^{00}		
1/2 Ton Pickup	24	80-1103	1243	60^{00}		
White 6x4	10	65-593	2309	145^{00}		

Total Equipment Rental 889^{00}

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third J
Labor and Per Diem	\$	\$	\$
Ind Acc Ins, Vac and S L			
Equipment Rental			
Supplies and Materials			
TOTAL ALL EXPENDITURES THIS DATE			
TOTAL OF ALL EXPENDITURES BEFORE TODAY			
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY			

k Accomplished: Placed oil on mat with straightener & cover with chip spreader-

k to be completed:

time and cause of delay: 3 Hrs - Rain

her 60° to 65°

letion date: 8/1/85

[illegible]

[illegible] STATE HIGHWAY DIVISION

DAILY REPORT OF EXTRA GANG CREW No. 02-4105 Date [illegible]

Permanent Headquarters London Temporary Headquarters [illegible] Foreman Mark R. P

Job Prefix	Amount Auth.	Work Description	Highway No. and Mile P
First Job: C-09694	$122,960.00	Seal Mc Mat Hwy 42	42 - 23.07
Second Job:	$	M.P. 18.57 to 29.40	25.80
Third Job:	$	Cover with 3/4-10 Rock	

PERSONNEL—List foremen first, others in alphabetical order

First name Initial Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Meals Per Diem Amt.	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third J
John D Neys	HMS B	10 4	10.53 15.80	105.30 $ 63.20	$11.00	$179.50	$	$
John L. Nelson	HMF I	10 3.5	9.98 14.97	99.80 52.40	5.50	157.70		
David J. Vanschoiack	HMW III	10 3	9.09 13.63	90.40 40.89	5.50	137.29		
Daniel L Bartlett	HMW II	10 3.5	8.64 12.96	86.40 45.36	—	131.76		
William H. Graham	HMW II	10 3	8.64 12.96	86.40 38.88	5.50	130.78		
John E. Mitchell	HMW II	10	8.64	86.40	—	86.40		
Henry R. Peck	HMW II	10 4	8.64 12.96	86.40 51.84	5.50	143.74		

Job $934.12 $ $ Total Per Diem Each Job Meals $33.00 $ $ Total Labor and Per Diem Each Job $967.12 $ $

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job $485.72 $ $

SUPPLIES AND MATERIALS

nd	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$

l Supplies and Materials

EQUIPMENT

Kind	Hrs	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third J
Ford 6x4	10	82-1513	23.62	$110.00	$	$
Custion Roller	10	73-671	3113	110.00		
Ford 6x4	10	82-529	2362	110.00		
GMC 6x4	10	77-510	2311	120.00		
3/4 Ton Pickup	14	84 1144	124344	119.00		
1 Ton Forklift	24	84 215	2052	96.00		
1 Ton Pickup	24	76 215	2003	40.00		
GMC 6x4	10	77-504	2311	120.00		
Generator	8	40 470	3274	20.00		
Broom	6	85 500	3155	21.00		

Total Equipment Rental 846.00

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third J
Labor and Per Diem	$2728.06	$	$

k Accomplished: Traffic Control &

hird Job: ______________________ $ ________ | Cover with Henro Peck

PERSONNEL—List foremen first, others in alphabetical order

First name Initial Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Meals Per Diem Amt.	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third J
John D Nejs	HMS B	10 4	10.53 15.80	105.30 $ 63.20	$11.00	$179.50	$	$
John L. Nelson	HMF I	10 3.5	9.98 14.97	99.80 52.40	5.50	157.70		
David J. Vanschriack	HMW III	10 3	9.09 13.63	90.90 40.89	5.50	137.29		
Daniel L Bartlett	HMW II	10 3.5	8.64 12.96	86.40 45.36	—	131.76		
William H. Graham	HMW II	10 3	8.64 12.96	86.40 38.88	5.50	130.78		
John E. Mitchell	HMW II	10	8.64	86.40	—	86.40		
Henry B. Peck	HMW II	10 4	8.64 12.96	86.40 51.84	5.50	143.74		

Job $934.17 $ $ — Total Per Diem Each Job Meals $33.00 $ $ — Total Labor and Per Diem Each Job $967.17 $ $

2 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job. $485.77 $ $

SUPPLIES AND MATERIALS

nd	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$

l Supplies and Materials

EQUIPMENT / EQUIPMENT RENTAL AMOUNT

Kind Hrs	Dept No	Dept No	First Job	Second Job	Third J
Ford 6x9 10	88-1513	2262	$110.00	$	$
Cushion Roller 10	73-671	3113	110.00		
Ford 6x4 10	82-529	2362	110.00		
GMC 6x4 10	77-510	2311	120.00		
3/4 Ton Pickup 14	84-1144	1243-44	119.00		
1 Ton Ford 24	84-218	2052	96.00		
1 Ton Dodge 24	76-215	2003	40.00		
GMC 6x4 10	77-504	2311	120.00		
Generator 8	40-470	3274	20.00		
Broom 6	85-500	3155	21.00		
Total Equipment Rental			846.00		

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third J
Labor and Per Diem	$2728.06	$	$
Ind Acc Ins, Vac and S. L	1194.47		
Equipment Rental	1735.00		
Supplies and Materials	25,883.05		
TOTAL ALL EXPENDITURES THIS DATE	31,540.55		
TOTAL OF ALL EXPENDITURES BEFORE TODAY	44,609.83		
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY	76,150.41		

k Accomplished: Traffic Control & Brooming -

k to be completed:

time and cause of delay:

r 60° to 65°

date: 8/1/85

DAILY REPORT OF EXTRA GANG CREW No. 02-4102 02-4103

Date

Permanent Headquarters London
Temporary Headquarters Moro
Foreman Mark B. P

Job Prefix	Amount Auth.	Work Description	Highway No. and Mile	
First Job: C 09694	$122,960.00	Seal A/C Mat Hwy 42	42	25.8
Second Job:	$	M.P. 14.57 TO 29.40		29.3
Third Job:	$	Cover With 3/8 #10 Rock		

PERSONNEL—List foremen first, others in alphabetical order

First name Initial Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
Mark B Phillips	HMS B	10 2	10.53 15.80	105.30 $ 31.60	$34.00	$170.90	$	$
Thomas Williamson	HMF I	10	9.98	99.80	30.00	129.80		
Don L. Bettencourt	HMW III	10	9.09	90.90	30.00	120.90		
Gary K. Winslow	HMW II	10	8.64	86.40	30.00	116.40		
James B. Greiner	HMW II	10	8.64	86.40	30.00	116.40		
Bruce A. Nicholson	HMW II	10	8.64	86.40	30.00	116.40		
Robert K. Ferris	HMW II	10	8.64	86.40	30.00	116.40		
Luther K Steward	HMS B	10 1	10.53 15.80	105.30 15.80	34.00	155.10		
Mike D Fitz-Henry	HMF I	10	9.52	95.20	30.00	125.20		
Roderick R. Mabe	HMA III	10	9.09	90.90	30.00	120.90		
Theodore T. Proctor	HMA II	10	8.26	82.60	30.00	112.60		
John C. Garrett	HMA II	10	8.25	82.50	30.00	112.50		
Mason K. Hickey	HMA II	10	8.25	82.50	30.00	112.50		

Job $1228.00 $ $ Total Per Diem Each Job $ 398.00 $ $ Total Labor and Per Diem Each Job $1626.00 $ $

2 % Total Labor only for Vacation. Sick Leave. Industrial Accident. on each Job $638.52 $ $

SUPPLIES AND MATERIALS

d	Quantity	Rate	First Job	Second Job	Third Job
ER LINES IES	EA 473	.57	$269.61	$	$
ECS IIT	TON 95.6	285.00	27246.00		
CK 10	YDS 780	10.00	7800.00		
T. IX	HRS 11 1/4	55.00	618.75		

Supplies and Materials 35934.36

EQUIPMENT

Kind	Hrs	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third Job
3/4 TON Pick up	12	82-1129	1343-82	$ 42.00	$	$
INT 6x4 Water Tek	5	67-493	2304	45.00		
White 6x4	10	67-519	2304	145.00		
Ingram Roller	10	82-1174	3119	90.00		
Huff Loader	10	78-890	3194	170.00		
Chip Spreader	10	58-695	3323	140.00		
1/2-TON Pick up	11	80-1103	1243	27.50		
White 6x4	10	69-503	2309	145.00		

Total Equipment Rental 804.50

SUMMARY OF TODAY'S COSTS

	First Job	Second Job	Third Job
Labor and Per Diem	$	$	$

Accomplished: Placed oil on Mat with
[illegible]

$ Cover With 3/8 #10 Rock

PERSONNEL—List foremen first, others in alphabetical order

First name Initial Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
Mark R Phillips	HMS B	10 2	10.53 15.80	105.30 $ 31.60	$34.00	$170.90	$	$
Thomas Williamson	HMF I	10	9.98	99.80	30.00	129.80		
Don L. Bettencourt	HMW III	10	9.09	90.90	30.00	120.90		
Gary K. Winslow	HMW II	10	8.64	86.40	30.00	116.40		
James B. Greiner	HMW II	10	8.64	86.40	30.00	116.40		
Bruce A. Nicholson	HMW II	10	8.64	86.40	30.00	116.40		
Robert K. Ferris	HMW II	10	8.64	86.40	30.00	116.40		
Luther K Steward	HMS B	10 1	10.53 15.80	105.30 15.80	34.00	155.10		
Mike D Fitz-Henry	HMF I	10	9.52	95.20	30.00	125.20		
Roderick R. Mabe	HMA III	10	9.09	90.90	30.00	120.90		
Theodore T. Proctor	HMA II	10	8.26	82.60	30.00	112.60		
John C. Garrett	HMA II	10	8.25	82.50	30.00	112.50		
Mason K. Hickey	HMA II	10	8.25	82.50	30.00	112.50		

Job $ 1228.00 $ $ Total Per Diem Each Job $ 398.00 $ $ Total Labor and Per Diem Each Job $1626.00 $ $

2 Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job $ 638.52 $ $

SUPPLIES AND MATERIALS

d	Quantity	Rate	First Job	Second Job	Third Job
ERLINE IES	EA 473	.57	$269.61	$	$
ECS IIT	TON 95.6	285.00	27246.00		
CK IC	YDS 780	10.00	7800.00		
T. CK	HRS 11¼	55.00	618.75		
Supplies and Materials			35934.36		

EQUIPMENT

Kind	Hrs	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third Job
3/4 Ton Pick up	12	82-1129	1343-82	$ 42.00	$	$
Int 6x4 Water Tek	5	67-493	2304	45.00		
White 6x4	10	67-519	2304	145.00		
Ingram Roller	10	82-1174	3119	90.00		
Huff Loader	10	78-890	3144	170.00		
Chip Spreader	10	58695	3323	140.00		
1/2-Ton Pick up	11	80-1163	1243	27.50		
White 6x4	10	69503	2309	145.00		
Total Equipment Rental				804.50		

Accomplished: Placed oil on Mat With
stributor & Cover With Chip Spreader

to be completed:

me and cause of delay:

r 62° to 70°

ted Completion date: 8/1/85

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third Job
Labor and Per Diem	$	$	$
Ind. Acc. Ins., Vac. and S. L.			
Equipment Rental			
Supplies and Materials			
TOTAL ALL EXPENDITURES THIS DATE			
TOTAL OF ALL EXPENDITURES BEFORE TODAY			
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY			

[illegible]

OREGON STATE HIGHWAY DIVISION

DAILY REPORT OF EXTRA GANG CREW No. 02-4105 Date

Permanent Headquarters Condon Temporary Headquarters Moro Foreman Mack R. Ph

	Job Prefix	Amount Auth.	Work Description	Highway No. and Mile	
First Job:	C09694	$122,960.00	Seal A/C Mat Hwy 42	42	25.
Second Job:		$	M.P. 18.57 to 29.40		29.
Third Job:		$	Cover With 3/8 #10 Rock		

PERSONNEL—List foremen first, others in alphabetical order

	First name Initial Last name	Hwy. Dept Title	Hours	Rate	Labor Amt	Meals Per Diem Amt	LABOR AND PER DIEM AMOUN First Job	Second Job	Thir
1	John David Ness	HMSB	10 2	1053 1580	105.30 $ 31.60	$ -	$136.90	$	$
2	John L. Nelson	HMF I	10 3.5	998 1497	99.80 52.40	5.50	157.70		
3	David J. Vanschoiack	HMSW III	10 3.5	909 1363	90.90 47.71	5.50	144.11		
4	Daniel C. Bartlett	HMW II	10 5	864 1296	86.40 64.80	5.50	156.70		
5	William H Graham	HMSW II	10 3.5	864 1296	86.40 45.36	5.50	137.26		
6	John E. Mitchell	HMW II	10	864	86.40	-	86.40		
7	Henry R Peck	HMW II	10 4	864 1296	86.40 51.84	5.50	143.74		
3									
9									
1									
2									
3									

otal abor ach Job $935.31 $ $ Total Per Diem Each Job Meals $27.50 $ $ Total Labor and Per Diem Each Job $962.81 $ $

52 = Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job $486.30 $ $

SUPPLIES AND MATERIALS

Kind	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$
:al Supplies and Materials					

EQUIPMENT

Kind	Dept No.	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Thir
Ford 6x4 10	821513	2362	$110.00	$	$
Cusion Roller 10	78671	2113	110.00		
Ford 6x4 10	82529	2362	110.00		
GMC-6x4 10 3/4 Su.P.U. 12	77510 841144	2311 134344	120.00 42.00		
Chev-Van 10 1 Ton Ford 24	76155 84214	1401 2052	20.00 96.00		
1 Ton Dodge 24 GMC 6x4 10	76215 77504	2003 2311	90.00 120.00		
Broom 5 Generator 5	45900 46796	3155 3274	17.50 20.00		
Total Equipment Rental			855.50		

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Thir
Labor and Per Diem	$2588.88	$	$

ork Accomplished: Traffic Control &

Third Job: ______________ $ ______ Cover With 3/8 #10 Rock

	PERSONNEL—List foremen first, others in alphabetical order First name Initial Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt	Meals Per Diem Amt	LABOR AND PER DIEM AMOUN First Job	Second Job	Thir
1	John David Nefs	HMS B	10 2	1053 1580	105.30 $ 31.60	$ –	$ 136^{90}	$	$
2	John L. Nelson	HMF I	10 3.5	998 1497	99.80 52.40	5^{50}	157^{70}		
3	David J. Vanschoinck	HMW III	10 3.5	909 1363	90.90 47.71	5^{50}	144^{11}		
4	Daniel C. Bartlett	HMW II	10 5	864 1296	8640 64.80	5^{50}	156^{70}		
5	William H Graham	HMW II	10 3.5	864 1296	8640 45.36	5^{50}	137^{26}		
6	John E. Mitchell	HMW II	10	864	86.40	–	86^{40}		
7	Henry R Peck	HMW II	10 4	864 1296	8640 5184	5^{50}	143^{74}		
8									
9									
0									
1									
2									
3									

otal abor ach Job $ 935^{31} $ ______ $ ______ Total Per Diem Each Job (Meals) $ 27^{50} $ ______ $ ______ Total Labor and Per Diem Each Job $ 962^{81} $ ______ $ ______

52 % Total Labor only for Vacation, Sick Leave, Industrial Accident. on each Job. $ 486^{36} $ ______ $ ______

SUPPLIES AND MATERIALS

Kind	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$

tal Supplies and Materials

EQUIPMENT

Kind	Dept No.	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Thir
Ford 6x4 10	821513	2362	$ 110^{00}	$	$
Cushion Roller 10	78671	2113	110^{00}		
Ford 6x4 10	82529	2362	110^{00}		
GMC-6x4 10	77510	2311	120^{00}		
3/4 Sup.H. 12	841144	134344	42^{00}		
Chev. Van 10	76155	1401	20^{00}		
1 Ton Ford 24	84214	2052	96^{00}		
1 Ton Dodge 24	76215	2003	90^{00}		
GMC 6x4 10	77504	2311	120^{00}		
Broom 5	45900	3155	17^{50}		
Gincaster 5	46796	3274	20^{00}		
Total Equipment Rental			855^{50}		

ork Accomplished: Traffic Control & Brooming

ork to be completed:

time and cause of delay:

[illegible] 62° to 70°

ed Completion date 5/1/85

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third
Labor and Per Diem	$ 2588^{81}	$	$
Ind Acc Ins., Vac and S L	1124^{92}		
Equipment Rental	1660^{00}		
Supplies and Materials	$35,934^{36}$		
TOTAL ALL EXPENDITURES THIS DATE	$41,308^{09}$		
TOTAL OF ALL EXPENDITURES BEFORE TODAY	$76,150^{41}$		
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY	$117,458^{50}$		

OREGON STATE HIGHWAY DIVISION

DAILY REPORT OF EXTRA GANG CREW

No. 02-4105 (02-416) Date

Permanent Headquarters London Temporary Headquarters Maco Foreman Mark B. Phill

Job Prefix	Amount Auth.	Work Description	Highway No. and Mile
First Job: C-09694	$122,960.00	Seal A/C Mat Hwy 42	42 18.4
Second Job:	$	M.P. 18.57 To 29.40	29.
Third Job:	$	Cover With 3/8 #10 Rock	

PERSONNEL—List foremen first, others in alphabetical order

First name Initial Last name	Hwy. Dept Title	Hours	Rate	Labor Amt	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
Mike D Fitz-Henry	HME I	10 1.5	998 1497	99.80 $ 22.46	$30.00	$152.26	$	$
Roderick R. Mabe	HMW III	10	909	90.90	30.00	120.90		
Theodore T. Proctor	HMW II	10	864	86.40	30.00	116.40		
John C. Garrett	HMW II	10	8.25	82.50	30.00	112.50		
Mason K Mickey	HMW II	10	8.25	82.50	30.00	112.50		
John L. Nelson	HME I	5 4	998 1497	49.90 59.88	Meals 5.50	115.28		
David J. Vanscheinck	HMW III	5 4	9.09 1363	4545 5452	5.50	105.47		
Daniel C Bartlett	HMW II	10 2	864 1296	8640 2592	5.50	117.82	-	
William H. Graham	HMW II	5 4	864 1296	4320 5184	5.50	100.54		
John E. Mitchell	HMW II	10 3	864 1296	8640 3888	5.50	130.78		
Henry R. Peck	HMW II	10 4	864 1296	8640 5184	5.50	143.74		

al or h Job $1145.19 $ $ Total Per Diem Each Job $150.00 Meals $ 33.00 $ Total Labor and Per Diem Each Job $1328.19 $ $

52 = Total Labor only for Vacation, Sick Leave, Industrial Accident on each Job $ 595.50 $ $

SUPPLIES AND MATERIALS

ind	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$

l Supplies and Materials

EQUIPMENT Kind	Hrs	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third
Int 4x2	10	81-345	2204-81	$ 80.00	$	$
Ford 4x2	10	76334	2201	60.00		
1 Ton Ford	20	84218	2051	80.00		
3/4 Ton Pickup	12	841144	1343-84	42.00		
1 Ton Dodge	20	76-215	2003	75.00		
Chev. Van	10	76-155	1401	20.00		
1/2 Ton Pickup	3	861163	1243	7.50		
Broom	12	85800	8155	42.00		
Total Equipment Rental				406.50		

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third J
Labor and Per Diem	$1328.19	$	$

k Accomplished: Control Traffic - Finish

PERSONNEL—List foremen first, others in alphabetical order

First name Initial Last name	Hwy. Dept. Title	Hours	Rate	Labor Amt.	Per Diem Amt	LABOR AND PER DIEM AMOUNT First Job	Second Job	Third
Mike D Fitz-Henry	HME I	10 1.5	9.98 14.97	99.80 $ 22.46	$\$30^{00}$	$\$152^{26}$	$	$
Roderick R. Mabe	HMW III	10	9.09	90.90	30^{00}	120^{90}		
Theodore T. Proctor	HMW II	10	864	86.40	30^{00}	116^{40}		
John C. Garrett	HMW II	10	8.25	82.50	30^{00}	112^{50}		
Mason K Mickey	HMW II	10	8.25	82.50	30^{00}	112^{50}		
John L. Nelson	HME I	5 4	9.98 1497	49.90 55.88	Meals 5^{50}	115^{28}		
David J. Vanschoiack	HMW III	5 4	9.09 1363	4545 5452	5^{50}	105^{47}		
Daniel C. Bartlett	HMW II	10 2	864 1296	8640 2592	5^{50}	117^{82}	–	
William H. Graham	HMW II	5 4	864 1246	4320 5184	5^{50}	100^{54}		
John E. Mitchell	HMW II	10 3	864 1296	8640 3888	5^{50}	130^{78}		
Henry R. Peck	HMW II	10 4	864 1296	8640 5184	5^{50}	143^{74}		

al or h Job $\$1145^{19}$ $ $ Total Per Diem Each Job $\$150^{00}$ $ Meals 33.00 $ Total Labor and Per Diem Each Job $\$1328^{19}$ $ $

52 = Total Labor only for Vacation, Sick Leave, Industrial Accident on each Job $\$595^{50}$ $ $.

SUPPLIES AND MATERIALS ind	Quantity	Rate	First Job	Second Job	Third Job
			$	$	$

EQUIPMENT Kind	Hrs	Dept No	Dept No	EQUIPMENT RENTAL AMOUNT First Job	Second Job	Third
Int 4x2	10	81-345	2204-81	$ 80.00	$	$
Ford 4x2	10	76334	2201	60.00		
1 Ton Ford	20	84218	2052	80.00		
3/4 Ton Pickup	12	8411144	1243-84	42.00		
1 Ton Dodge	20	76-215	2003	75.00		
Chev. Van	10	76-155	1401	20.00		
1/2 Ton Pickup	3	80-1103	1243	7.50		
Broom	12	85800	3155	4200		

l Supplies and Materials

Total Equipment Rental 406^{50}

k Accomplished: Control Traffic - Finish

sching & Repair Traffic Damage to Mat

k to be completed:

time and cause of delay:

her. 60° to 80°

Completed 8/1/85

SUMMARY OF TODAY'S COSTS	First Job	Second Job	Third Job
Labor and Per Diem	$\$1328^{19}$	$	$
Ind. Acc. Ins., Vac. and S. L.	595^{50}		
Equipment Rental	406^{50}		
Supplies and Materials	—		
TOTAL ALL EXPENDITURES THIS DATE	2330^{19}		
TOTAL OF ALL EXPENDITURES BEFORE TODAY	117458^{50}		
GRAND TOTAL OF ALL EXPENDITURES INCLUDING TODAY	[illegible],788		

OREGON DEPARTMENT OF TRANSPORTATION
HIGHWAY DIVISION

RK TO BE DONE BY State Forces (State Forces or Utility, Railroad, Local Government Unit, etc.—by name) CONTRACT No. 9694

JECT NAME Moro - Grass Valley DATE July 12, 1985

HWAY Sherman FAP No. F - 12 (4)

NTY Sherman PREFIX C09694 28 - 1059 FUNCTION 104 240 - 05

IPTION OF WORK TO BE DONE:

Repair and correct deficiencies in paved surface.
Place Type 0-31 Asphalt Macadam Wearing course over asphalt concrete pavement.

TION BY STATION NUMBERS:

Station 476+30 (M.P. 18.57) to station 1048+18 (M.P. 29.40)

ATE OF QUANTITIES & COSTS:

Materials -	323 tons Emulsified Asphalt	$91,280.00
	1,575 C.Y. 1/4-10 Aggregate	15,750.00
	25 tons A.C. mix	550.00 ✓
Equipment-		5,430.00
Labor -		9,950.00
		$123,500.00 122,960.00

NATION:

Corrective work on asphalt concrete pavement prior to sealing as provided in Section 105.12, Standard Specifications, 1974.
Placement of this wearing course included on project typical section as future work by others.

Prepare a separate order for each type of force work.
Submit the original as indicated below:

ACT PROJECTS AND MISC: mit original through channels to tion Engineer in Salem. After l copies will be sent to the Engineer, Resident Engineer and Accounting.

TITLE II PROJECTS NOT UNDER CONTRACT: Submit original through channels to Traffic Engineer in Salem. After approval two copies will be sent to the Region Engineer and one copy to Highway Accounting.

CONTRACT PROJECTS ONLY:

Project Authorization	$ 2,478,676.88
Present estimate of costs including work under this Force Order	$ 2,641,500.00
Estimated ~~XXXXX~~ Overrun Amount	$ 162,823.12
Estimated ~~Underrun~~ Overrun Percent	6.6

IED BY: W. Reid Meritt
W. Reid Meritt
Project Manager

AL RECOMMENDED

AL RECOMMENDED

APPROVAL RECOMMENDED
Region Engineer

APPROVED
Construction or Traffic Engineer

OT USE THIS FORM FOR FORCE ACCOUNT (EXTRA WORK) BY CONTRACTORS OR SUBCONTRACTORS ON CONTRACT CTS

CONTACT: DON SLEDGE 296-2215

10,043

STATE OF OREGON **INTEROFFICE MEMO**

Contract Payments 378-6594

FILE: CON 5
10043

TO: Robert Gormsen
Manager, Commission Services

DATE: February 28, 1986

FROM: W. E. Schwartz, P.E., P.L.S.
Ass't. State Highway Engineer

SUBJECT: Highway Contract Acceptance

The contractor has completed all work according to specifications and I hereby accept the following contract as of this date.

Contract 10043, On Site Work Substantially Completed August 18, 1985

All Work Completed September 10, 1985

Project Lyle Gap-Madras

Highway The Dalles-Calif.

County Jefferson

Type of Work Pavement Sealing

Contractor J. C. Compton Co.

WES:BMW:mk

cc: C. O. Fredrickson
B. M. Walton

CPC/FM2

3-10-86- Surety letter written.

noted
Rg.

RECEIVED
FEB 28 1986
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

81-125-1387

STATE OF OREGON **INTEROFFICE MEMO**

10,043

TO: C. O. Fredrickson
Construction Engineer

DATE: May 23, 1985

FROM: Dale Allen
Region Engineer
Dale

SUBJECT: Project Manager
Lyle Gap-Madras Section
Pavement Sealing Contract

CE__ CAE __ RECEIVED LS___TC___
COE__ OM__ SA___CC___
[✓ OE] 2____ MAY 24 1985 FE __ [✓ CP]
[✓ CA]____ PQC____
CAM ____ CONSTRUCTION QCS____
[✓ EEO]____ SECTION FILE.____

Due to work load and short contract time on the above project of approximately one week, we assigned the project to Roger Olsen, Assistant DMS in Bend. The contract document shows Jerry Thackery as the Project Manager. Please direct all future correspondence to the Bend DMS address.

DA:eh

cc Jerry Thackery
Materials Section
Richard Nelson
J. C. Compton
W. Robertson
R Gormsey

RECEIVED
MAY 28 1985
COMMISSION SERVICES
DEPARTMENT OF TRANSPORTATION

SERIES TITLE:

CONSTRUCTION CONTRACTS

LAST RECORD
IDENTIFICATION:

10.043 (1985)

OMI
Oregon Micro-Imaging, Inc.

1790 West Eleventh Ave.
Eugene, OR 97402
503/687-9585

14915 SW 72nd Ave.
Portland, OR 97224
503/620-3333

CERTIFICATE OF AUTHENTICITY

This is to certify that the micrographic images appearing on this microfilm are accurate and complete reproductions of the records as delivered in the regular course of business for photographing.

Roll Number 258
Customer Name ODOT
Classification Construction Contracts
Starting File 10.010 #4 (1985)
Ending File 10.043 (1985)

The film has been processed and inspected to accepted standards to achieve archival quality. The quality of the individual images is directly related to the color and quality of the original documents. Every effort has been made to obtain the maximum quality micrographic reproduction of these documents.

Date Produced 5\16\97 Location Eugene, Or
City State

Camera Operator Deanna Olsen

Canon
AUTHORIZED DEALER

ROLL

258

OMI

Oregon Micro-Imaging, Inc.

1790 West 11th Avenue
Eugene, Oregon 97402
☎ (503) 687-9585
FAX (503) 687-0304

END

OF

ROLL